

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Planning for West of Whitwick-broad location  
**Date:** 15 March 2024 13:57:41

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Dear Sirs

Re: Building of 500 Houses relating to the West of Whitwick, Leicestershire

There are several concerns of such a proposition

#### Highways

The existing road system is not suitable for the increase of access to this area. Church Lane would be extremely dangerous for motorists as it is very narrow now for 2 lane traffic and especially for the dropping off and picking up of children to the New Swannington School and parents and children walking to school. School lane likewise is too narrow for such traffic and also has the public footpath. The condition of both roads is atrocious and they need complete renovation. School Lane is steep and can be really problematic to negotiate for motorists in icy weather.

#### Sewers and drainage

This is already a problem for the existing properties in Whitwick. With the increased rainfall of recent years this remains a serious consideration.

#### Infrastructure

No extra provision of schools doctors dentists post office have been mentioned. 500 homes on this site would require access to all of these.

#### Enjoyment of open spaces for existing residents

These fields and footpaths are regularly used by residents for their dogs. Children also enjoy the countryside on walks with their parents and families.

I submit my serious concerns against this proposition.

Yours faithfully,

Susan white

[REDACTED]

Sent from my iPad



Ian Nelson  
Planning Policy and Land Charges Team  
Manager  
North West Leicestershire District  
Council,  
Coalville, Leicestershire,  
LE67 0FW  
**15th March 2024**

[REDACTED],  
Leicestershire. [REDACTED]  
Telephone: [REDACTED]  
[REDACTED]

Dear Sir/ Madam,

### **Draft Northwest Leicestershire Local Plan Consultation 2024**

Thank you for inviting Charnwood Borough Council to comment on the Draft North West Leicestershire Local Plan Consultation 2024.

We welcome the publication of the report as the first stage in the preparation of a new local plan. Please find below Charnwood Borough Council's response:

#### Scale and Distribution of Housing and Employment

It is noted that the Leicester & Leicestershire Authorities - Statement of Common Ground relating to Housing and Employment Land Needs (June 2022) (SoCG) identifies the apportionment of Leicester's unmet housing need to North West Leicestershire of 314 homes per year up to 2036, and which is in addition to the Local Housing Need for the district, which in 2022 stood at 372 homes per year.

It is further noted that the plan period extends to 2040 and is therefore informed by the Strategic Growth Plan (SGP) for the period from 2031 to 2050. It is noted that Table 4 of the SGP identifies a notional housing need for North West Leicestershire of 512 dwellings per year.

In the context of the SoCG and SGP, the borough council welcomes the figure of 686 dwellings per year as the basis for plan making up to 2036, and it would appear a reasonable basis for planning to 2040.

The borough council welcomes the approach to distribution of new homes and general employment allocations in the north of the district as part of supporting the Leicestershire International Gateway identified in the Strategic Growth Plan. The Council looks forward to working with officers at North West Leicestershire District Council on the implementation of the Strategic Growth Plan.

Continued



Telephone: [REDACTED]

Contact us: [www.charnwood.gov.uk/contact](http://www.charnwood.gov.uk/contact)

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## Sustainability Appraisal Reasonable Options for Scale and Distribution of New Housing

Reasonable options for the scale and distribution of new housing are set out in section 2 of the Interim Sustainability Appraisal Report of the Spatial Options (September 2022). It is noted that at table 2.1 that options for growth of 368 to 730 dwellings per year have been considered. Testing options above 686 homes per year is prudent in case of changing circumstances as the plan progresses.

It would assist the borough council, and other representors, to have a diagram for each reasonable option considered with numbers of homes in different locations around the district.

### Local Plan Site Allocations

Charnwood Borough Council does not have any comments about specific allocations at this stage, but welcomes on going discussion to ensure that cross boundary impacts can satisfactorily be addressed.


We look forward to working with the officers of your authority in developing the plan.

Yours sincerely,

A large black rectangular redaction box covering the signature area.

**Richard Bennett**

A black rectangular redaction box covering contact information.

**From:** Dean Onyon [REDACTED]   
**Subject:** EXTERNAL: Local Plan Consultation  
**Date:** 15 March 2024 at 14:14  
**To:** PLANNING POLICY PLANNING.POLICY@NWLeicestershire.gov.uk

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Please find attached my response to the NWLDC Draft Local Plan.

Thanks,  
Dean Onyon

NWLDCLocalPlanResponse.pdf





## 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](http://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	PETER	
Last Name	ONYON	
Job Title (where relevant)	N/A	
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?	<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.

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Use this box to set out your response.

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

**Freeport Warehouse Development (EMP90)**

My principal objection to this development is that it is not required, as evidenced by the fact that similar units built on the Barton Lane site off Remembrance Way have stood unoccupied since they were erected about a year ago. There can therefore be no justification to build more in the same area.

However, IF it is decided that the development should be provisioned in the Local Plan then I would object to it on the following grounds:-

1. Drainage of rain water run-off.
  - a. This will obviously be increased by the replacement of the natural soak-away of the current soil with an almost equivalent area of impervious concrete and roofing. The run-off will no longer be delayed by the soak-away effect of the open fields and so it must all be taken, as it falls, into the Brook. This will cause increased

**flooding downstream in the areas we have seen earlier this year i.e. Zouch and Loughborough and it will cause the Brook to back up into Diseworth increasing the flood risk both up- and down-stream.**

- b. From the plans the nett impervious catchment area looks to be of a similar size to that of the south side of the airport. They have the provision of holding ponds for run-off management along with a network of level/flow sensors along the Brook so that the people responsible for hold/release decisions can manage the water without flooding Diseworth and/or Long Whatton (again!). It makes logical sense that a similar catchment area calls for a similar, actively managed solution as a pre-requisite for any development of this type. This is to protect the residents of Diseworth, Long Whatton, Zouch and part of Loughborough from the increased risk of flooding that will derive from this development. As such it should be a non-negotiable feature of the development while it remains part of the Local Plan.**

## **2. Increased traffic on the A453**

- a. Here the plan seems to be scoring a “double whammy” when the Isley Woodhouse (IW1) part of the Plan is also taken into account. Not only will there be increased commercial traffic from the Freeport development but also increased commuter traffic from both the Freeport and the Isley Woodhouse developments. The A453 west of the M1 struggles to accommodate the current level of traffic at peak times, regularly tailing back from Finger Farm roundabout past the airport entrance. A situation further exacerbated during events at Donington Park Circuit. If either proposal is brought to fruition then there will need to be additional, consequential developments to support the increased traffic flows. The road infrastructure to do this is plainly not there at present. In omitting the likely consequential road development for accommodating the increase in traffic, the Plan is at best misleading and at worst negligent or half-baked.**

- b. Any increase in traffic volumes will bring the consequence of increased air pollution, noise and risk to cyclists and pedestrians using the busier roads.

### 3. Increased traffic through Diseworth

- a. The fact that the site will be a place of employment means that there will be more commuter traffic through the village which makes comment 2.b even more applicable in built-up areas like Diseworth village. Here the main vehicular routes through the village, Grimes Gate, Lady Gate and Hall Gate, have narrow footpaths, where they exist, that for long sections don't allow people to pass without one person having to step into the road. Parents must walk their children to/from school along these routes at peak traffic times. Any increase in the traffic will bring an increase in the risk of a serious accident.
- b. It is not clear to me whether the Plan provides access to the site from Clements Gate/Long Holden but there will be from Hyams Lane. Increased traffic here is particularly dangerous as it is very near the village school (infants) and the increased volume of cars turning right, left, pulling out of the junction brings a disproportionately higher risk of a serious accident than the same increase in traffic volume normally would.
- c. Add to this the traffic on the "rat-run" that will be created through the village into the development site and then out on to the A453 at the site entrance roundabout. Not only is it significantly raising levels of air pollution, noise pollution and traffic nuisance but you have created a real recipe for disaster in the village and at the school gate.

### 4. Loss of prime agricultural land

- a. Much is made in the political arena about having energy security but more fundamentally what is required is food security. Admittedly the country can't function without energy but people can't live on electricity. They need food before they can operate



the machinery of government, industry, commerce and agriculture. So why are we even contemplating replacing so much prime agricultural land, that's been in production for at least 1000 years, with so much concrete and tarmac? This land will be lost to agriculture forever when I understand that there is less productive land under consideration for the same development project.

## 5. Village Environment

- a. I also use the rights of way across this land for walking my dog, as do many other Diseworth residents and visitors. The ability to escape to the countryside without using a car is very important to us all for general health, exercise and mental wellbeing. Having enormous sheds looming over half of the village, clearly visible from all approaches is not just removing the amenity value of this land from the village but it is actively creating an oppressive environment for everyone living or visiting in the village. And in doing so it is actively adversely affecting the physical and mental wellbeing of all of its residents.
- b. The Limit to Development that has been enforced for years, recognised the value of keeping the village compact and in context with its rural surroundings. Now, seemingly on a whim from Westminster, this imperative is being swept aside to replace the rural surroundings with an ugly, noisy, un-natural industrial site.
- c. And all with little or no input from local people or their representatives. This is not democracy in action.

## 6. Development Creep

- a. At present the proposal includes buffer areas of landscaping between the village limit of development and the warehouse sheds. Unfortunately, we've all seen examples of planning approval being granted for a small house, say, that has then grown as subsequent planning applications have been accepted. A 1½ storey chalet style house that's become a full 2 storey building

.... with a conservatory ....oh, and a garage .... in fact make that a double garage. What is to stop the same thing happening here? How can I trust the Planning process to protect the village from this sort of development creep? Not necessarily now but in a few years time, if the site becomes established? As far as I can see there is nothing to safeguard the village against the landscaped area being built on in the future. Maybe not for warehouses but maybe offices, that look like houses perhaps.... And all of a sudden Diseworth village has become a suburb of the much larger Feeport industrial complex. That's an unacceptable future.

**For the above reasons I am asking NWLDC not to include the EMP90 site for potential development.**

#### Isley Woodhouse Development (IW1)

What is being proposed here is a commuter town of 4,500 houses. This number of houses is not a village as the proposal describes the development, it is definitely a small town. Also the employment opportunities in the proposed development seem to be limited to schools, shops and GP services, so most of the residents will be commuting daily to Derby, Nottingham, Loughborough, Leicester or Ashby-de-la-Zouch. But it's not being located in the right place to properly serve any of these towns or cities.

##### 1. Increased traffic on the A453

- a. The main routes to most of these destinations will take traffic on to the A453, probably increasing the traffic volumes even more than the proposed Freeport development will. Therefore point EMP90.2 above is even more applicable to this development:  
*"...The A453 west of the M1 struggles to accommodate the current level of traffic at peak times, regularly tailing back from Finger Farm roundabout past the airport entrance. A situation further exacerbated during events at Donington Park Circuit. If either proposal is brought to fruition then there will need to be additional, consequential developments to support the increased*

*traffic flows. The road infrastructure to do this is plainly not there at present. In omitting the likely consequential road development for accommodating the increase in traffic, the Plan is at best misleading and at worst negligent or half-baked."*

- b. To get to Derby the shortest route would be across Swarkestone Bridge putting additional pressure on this site of national interest that has a Grade 1 listing and is a Scheduled Ancient Monument.

## 2. Loss of prime agricultural land

- a. As per point EMP90.4 above: ".... So why are we even contemplating replacing so much prime agricultural land, that's been in production for at least 1000 years, with so much brick, slate and tarmac? This land will be lost to agriculture forever."

## 3. Council Policies

- a. To me this proposal cuts across so many of the councils own Environmental and Ecological policies and stated objectives that just including it in the Local Plan makes a mockery of the whole document.

**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:

15/3/24

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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](mailto:planning.policy@nwleicestershire.gov.uk).

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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:** Tom Collins [REDACTED]   
**Subject:** EXTERNAL: Corkscrew Lane - Draft North West Leicestershire Local Plan 2020-2040 Consultation  
**Date:** 15 March 2024 at 14:18  
**To:** PLANNING POLICY PLANNING.POLICY@NWLeicestershire.gov.uk  
[REDACTED]

Dear Sir/Madam,

Please find attached representations submitted on behalf of our client, [REDACTED] to the Draft North West Leicestershire Local Plan 2020-2040 Consultation. Also attached is the completed consultation response form.


These representations relate to proposed employment development on land off Corkscrew Lane, SHELAA site ref EMP80, which is also subject to pending planning application reference [23/00427/OUTM](#).

Whilst we are in discussions with your development management colleagues in relation to the pending planning application, we would also welcome the opportunity to discuss the site further in respect of the allocations in your emerging local plan.

I would be grateful if you could please confirm safe receipt of these email, and the two attachments, but if you have any immediate queries then please do not hesitate to contact me.

Kind regards,

Tom Collins [REDACTED]  
[REDACTED]



Mather Jamie, 3 Bank Court, Weldon Road, Loughborough, Leics LE11 5RF  
Tel: 01509 233433  
[www.matherjamie.co.uk](http://www.matherjamie.co.uk)



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Corkscrew lane reps (FINAL).pdf



Publication Consultation  
Response Form FINAL.doc  
1.1 MB





## 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](http://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

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Personal Details	Agent's Details (if applicable)
Title	X
First Name	Tom
Last Name	Collins
Job Title (where relevant)	XXXXXXXXXXXXXXXXXXXXXXXXXXXX
Organisation (where relevant)	XXXXXXXXXX
House/Property Number or Name	XXXXXXXXXX
Street	XXXXXXXXXX
Town/Village	XXXXXXXXXX
Postcode	XXXXXX
Telephone	XXXXXXXXXX
Email address	XXXXXXXXXXXXXXXXXXXX

## **PART B – Your Representation**

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

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

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

Use this box to set out your response.

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

**See accompanying document.**

### **Proposed Policies**

- Draft Policy S1 – Future Housing and Economic Development Needs
- Draft Policy Ec1 – Economic Strategy
- Draft Policy Ec3 – New Employment Allocations
- Draft Policy Ec4 Employment Uses on Unidentified Sites
- Draft Policy Ec6 Start Up Workspace
- Draft Policy Ec7 Local Employment Opportunities
- Policy IF5: Transport Infrastructure and New Development
- Draft Policy En1 – Nature Conservation/Biodiversity Net Gain
- Draft Policy En3 – National Forest

**Proposed Housing and Employment Allocations**

- See response to draft Policy Ec3

**Proposed Limits to Development**

- Ashby de la Zouch - see accompanying document

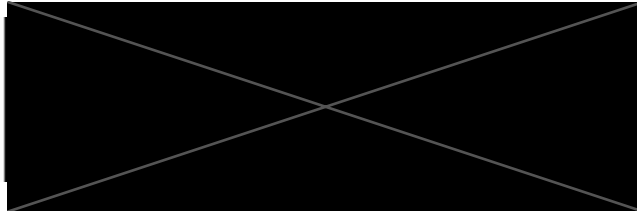


## Declaration

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

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

Signed:



Date: 15/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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

# North West Leicestershire Draft Local Plan Consultation (Reg 18)

## Statement of Representations

Mather Jamie on behalf of [REDACTED] in relation to prospective employment land at Corkscrew Lane.

March 2024

Prepared by:



**Contents:**

1. Introduction	p1
2. Response to the Proposed Policies Document	p5
3. Response to the Proposed Housing and Employment Allocations Document	p21
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**Appendices:**

1. Site location plan
2. DHL letter of support for planning application ref 23/00427/OUTM
3. Indicative masterplans
4. Natural England response to planning application ref 23/00427/OUTM
5. Red Kite Ecology response to planning application ref 23/00427/OUTM
6. Leicestershire Highways response to planning application ref 23/00427/OUTM
7. National Highways response to planning application ref 23/00427/OUTM
8. Environmental Protection Officer response to planning application ref 23/00427/OUTM
9. National Forest response to planning application ref 23/00427/OUTM

## 1. Introduction

- 1.1. Mather Jamie have prepared these representations on behalf of on behalf of Mr Paul Fovargue (hereafter referred to as the 'landowner') in response to the Regulation 18 public consultation on the North West Leicestershire New Local Plan.
- 1.2. The site, which is currently used for agriculture, covers 11.49ha. The site is bounded by agricultural land on all sides. The A511 (Ashby Road) runs along the eastern boundary and Corkscrew Lane runs along the western boundary. Please see Appendix 1 to view the site's boundaries and location.
- 1.3. The site is situated within the open countryside adjacent to a consented site for B8 and ancillary B1a office uses known as G-Park Ashby (ex-Lounge site). The site is situated off the A511 around 500m from the A42 Junction at Ashby-De-La-Zouch. The A42 provides direct links to the M42 to the south west and the M1 to the north east. The A511 also provides a direct route to Leicester and Burton upon Trent. It is within the 'golden triangle' for logistics and distribution uses.
- 1.4. DHL Real Estate Solutions (RES) have secured a purchase agreement (subject to planning) for the Site, and registered their formal support for the live application (see Appendix 1) (23/00427/OUTM) in February 2024, confirming that the site represents the only opportunity within North West Leicestershire which meets the operational and locational requirements to satisfy their immediate need to increase the sustainability and capacity of their operations in the region. DHL is a significant employer within North West Leicestershire, and their importance to the area is reflected in the foreword to the January 2024 Regulation 18 consultation document where they are mentioned in the opening lines.
- 1.5. While it is understood all parties are working towards a recommendation for approval on the live application, the landowner considers it appropriate to put forward their site for consideration as a formal employment allocation with the New Local Plan, noting the proposed Plan period commences in in 2020.
- 1.6. The site was submitted to the 2021 Call for Sites and is listed in Part 2 of the SHELAA 2021 under ref EMP80 'Land off Corkscrew Lane'. At the time, the SHELAA clarified that if the site were to come forward for employment use in the current plan period it would have to satisfy existing policy Ec2(2). The SHELAA assessment also concluded that the site is '*potentially suitable for employment development provided highway issues can be overcome and adequate mitigation for the River Mease catchment is identified and subject to the consideration of detailed matters, including ecology*'. These potential issues have been outcome, as noted later in this section.
- 1.7. An application for the site was therefore submitted and is currently under consideration by NWLDC as the Local Planning Authority (LPA) under application reference 23/00427/OUTM. The application seeks to gain outline planning consent for '*Development of up to 46,451sqm GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town (outline, all matters reserved except for the principal means of vehicular access to the site)*'.
- 1.8. Indicative masterplans have been prepared and have been submitted to supplement the outline application. These are supplied within Appendix 3 of these representations. The

masterplans illustrate that the site could accommodate units of varying scales and footprints including a multi-unit scheme with units ranging from 8,700 sqft to 105,000 sqft; a three unit scheme with units 57,000sqft to 258,000 sqft; and a single unit of 450,000+ sqft. These masterplans were submitted prior to agreement being reached with DHL, and it is now anticipated that that the Site would be occupied by a single large unit.

1.9. The planning application is also supported by a suite of technical studies which serve to demonstrate that the site is suitable, available and achievable and acceptable in planning terms. The studies submitted include:

- Design and Access Statement (UMC Architects)
- Planning Statement (Marrons)
- Market Need and Demand Report (Mather Jamie)
- Economic Impact Statement (Mather Jamie)
- Transport Assessment (ADC Infrastructure)
- Travel Plan (including Public Transport Strategy) (ADC Infrastructure)
- Access Arrangements Plan (ADC Infrastructure)
- Flood Risk Assessment/Drainage Strategy (Rodgers Leask)
- Archaeological Desk Based Assessment (Locus)
- Geophysical Survey (Pre Construct Geophysics)
- Landscape and Visual Impact Assessment (Pegasus)
- Preliminary Ecological Assessment Report (Ramm Sanderson)
- Biodiversity Impact Assessment/Report (Ramm Sanderson)
- River Mease Impact Assessment (Ramm Sanderson)
- Arboricultural Impact Assessment (Ramm Sanderson)
- Agricultural Land Classification Report (Land Research Associates)
- Minerals Safeguarding and Development Assessment (Greenfield Enviro)
- Phase 1 Ground Investigation and Coal Mining Risk Assessment (Ivy House)
- Phase 2 Ground Investigation (Ivy House)
- Contamination Assessment Letter Report (Ivy House)
- Noise Assessment (M-EC)
- Air Quality Assessment (M-EC); and
- Topographic Survey (Greenhatch).

1.10. The formal purchase agreement between the landowner and DHL RES was reached following submission of the application, with DHL RES subsequently submitting a letter of support for the application, which is included as Appendix 2 of this submission. This letter sets out in detail DHL RES's requirements for this site, which are the subject of ongoing discussions with officers at North West Leicestershire.

1.11. The following representations set out why there is sufficient (and indeed substantial) need and demand for employment development at this site as well as the benefits of site to support expedient delivery.

1.12. In addition, the representations review and respond to the 'proposed policies' of the New Local Plan. We note some policies are yet to be developed or have their wording drafted. We wish to reserve the right to provide comments on these policies at the Regulation 19 stage.

### **Site Suitability**

1.13. The site has been considered through the Strategic Housing and Economic Land Availability Assessment process, most recently in 2021, where comments were made in relation to location within the River Mease catchment, ecology, highways and accessibility. These have

all been considered in detail as part of the current planning application, and are briefly addressed in turn below.

#### River Mease Catchment

- 1.14. The application site lies within the River Mease Catchment Area. The River Mease Special Area of Conservation (SAC) is subject to Habitat Regulation Assessment (HRA) in relation to Nutrient Neutrality. Although the proposed development does not form overnight accommodation, which has been identified as causing adverse impacts to nutrient pollution into the River Mease, the development is of a large scale which could cause a surface water impact on the SAC.
- 1.15. The applicant has submitted a Stage 2 Appropriate Assessment (AA) to supplement the application. The AA concludes that with appropriate mitigation measures such as: tank storage and waste removal measures, siltation mitigation measures and above ground SUDS, potential water pollution from runoff will be mitigated to neutral levels. As such the scheme could be delivered immediately despite its location within the River Mease SAC catchment area.
- 1.16. In respect of foul water drainage, the application demonstrates the ability to pump sewage to an existing sewer located at Farm Town to the north east, which is then treated and discharged outside of the River Mease catchment, thereby avoiding entirely any potential harmful impacts.
- 1.17. This demonstrates that despite the location of the site within the River Mease catchment, there is in fact no surface water or foul water constraint to the site's delivery, as confirmed by Natural England's response to the planning application (see consultee response dated 23 May 2023, included as Appendix 4).

#### Ecology

- 1.18. The planning application was supported by a Preliminary Ecological Appraisal, which considered the potential for on-site habitats to support protected species. The report recommended a number of mitigation measures, but concluded that no further habitat or protected species surveys were required.
- 1.19. With particular regard to great crested newts, these were previously present on the adjacent G-Park site to the north, but have already been addressed by mitigation measures on that site, including the installation of an amphibian barrier which prevents their use of land east of Corkscrew Lane as part of their terrestrial habitat.
- 1.20. The suitability of the site in respect of ecological matters is confirmed through the consultation response received from Red Kite on 18 May 2023, acting on behalf of North West Leicestershire, recommending approval of the application subject to a number of conditions. This response is attached as Appendix 5.

#### Highways and Accessibility

- 1.21. The planning application was supported by a Transport Assessment and a Framework Travel Plan. The SHELAA raised concerns about the capacity of the junction between the A511 Ashby Road and Corkscrew Lane, which the Transport Assessment confirms is projected to operate significantly beyond capacity by 2027, on the basis of committed developments alone, with potential delays of up to 29 minutes.

- 1.22. In response, the application proposes the signalisation of this junction, which would operate well within capacity and represents a significant improvement over projected future operation in a context where development of this site (and the associated junction improvements) are not delivered.
- 1.23. The application proposes a range of other minor interventions along Corkscrew Lane itself, which have been subject to an iterative process of review with Leicestershire Local Highways Authority, including provision of Road Safety Audits. The application also proposes provision of a Public Transport Strategy, along with travel packs and bus passes, to ensure the site can be made accessible by a variety of transport modes.
- 1.24. Following the most recent submissions as part of the planning application, responses have now been received from both Leicestershire Highways (attached at Appendix 6) and National Highways (Appendix 7) confirming that there are no highways objections to the development of the site for the employment purposes proposed.

#### Summary

- 1.25. The site does not have any other constraints that could impact on its deliverability. The closest residential dwelling to the site lies approximately 200m to the south west, and as such the development would not be considered to be to the detriment of any neighbouring properties.
- 1.26. The site is being promoted directly by the landowner. In addition to the reasons set out above, this therefore confirms that the site is suitable, available and achievable for employment development, and is deliverable within the next 1-5 year period.
- 1.27. For the above reasons, we would welcome the consideration of the site for an employment allocation to be included in the emerging Local Plan, and would be available to discuss the application with planning officers at the earliest opportunity.

## 2. Response to the Proposed Policies Document

- 2.1. We have reviewed the Proposed Policies document, but our comments primarily relate to the draft policies of most relevance to our client's site on land at Corkscrew Lane; i.e. economic policies.
- 2.2. We note the plan period for the New Local Plan is set out to be 2020-2040. Given much of the Council's evidence base covers to 2041 ((Leicester & Leicestershire Housing & Economic Needs Assessment 2022, Leicester and Leicestershire Strategic Distribution Study 2021), we strongly recommended the Council extend their plan period to 2041. Extending forwards by another year also provides more breathing room in terms of ensuring the New Local Plan covers the minimum 15-year period from adoption, given the date for final adoption is not yet indicated, but is likely to be at least 2026.

### **Draft Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)**

- 2.3. Draft Policy S1(2) specifies that the requirement for employment land purposes to 2040 is 195,000 sqm for industrial and small warehousing (defined as Class B2 and Class B8) of less than 9,000 sqm.
- 2.4. We note that the 'Stantec study' commissioned in 2020 'the North West Leicestershire – The Need for Employment Land study', is the principal part of the evidence base informing this figure, and is now considerably out-of-date.
- 2.5. However, para 7.9 clarifies that taking into account net completions and permissions since 2017, as well as the allocation at Money Hill, the remaining requirement for NWL is actually 114,562 sqm or 28.64ha. For ease of comparison with statistics referenced in the following section, 114,562 sqm converts to 1,233,135 sq ft i.e. around 1.2 million sq ft). Based on a 20-year plan period, this equates to 5,728 sqm per annum or 61,657 (62,000) sq ft per annum.
- 2.6. Whilst para 7.12 acknowledges that the industrial forecast is presented as a minimum figure given demand has been suppressed in the past, draft policy S1 does not express the 195,500 sqm figure as a minimum, but as *the* requirement figure for the plan period. We have numerous concerns that this figure, informed by the Stantec study, is a serious under-estimation of the actual demand for industrial and small warehousing of less than 9,000 sqm.
- 2.7. Draft Policy S1(3) does not yet specify the requirement for land for strategic B8 uses (warehousing) of more than 9,000 sqm, noting that this requirement will have regard to the outcome from the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study. We therefore reserve the right to comment on this policy as it is drafted for the Regulation 19 consultation.
- 2.8. However, we note this policy's reference to the "Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change" study, which was produced by GL Hearn, MDS Transmodal and Icen Projects on behalf of Leicester and Leicestershire Authorities in April 2021 (and amended in March 2022). As this forms part of the evidence base for the New Local Plan, we have reviewed this paper, henceforth referenced as 'the GL Hearn Study'.
- 2.9. The GL Hearn Study forecasted need over the period from 2020 to 2041 and compares this to known supply as at 2020 (when the Study was produced). This is summarised below in Table 1.

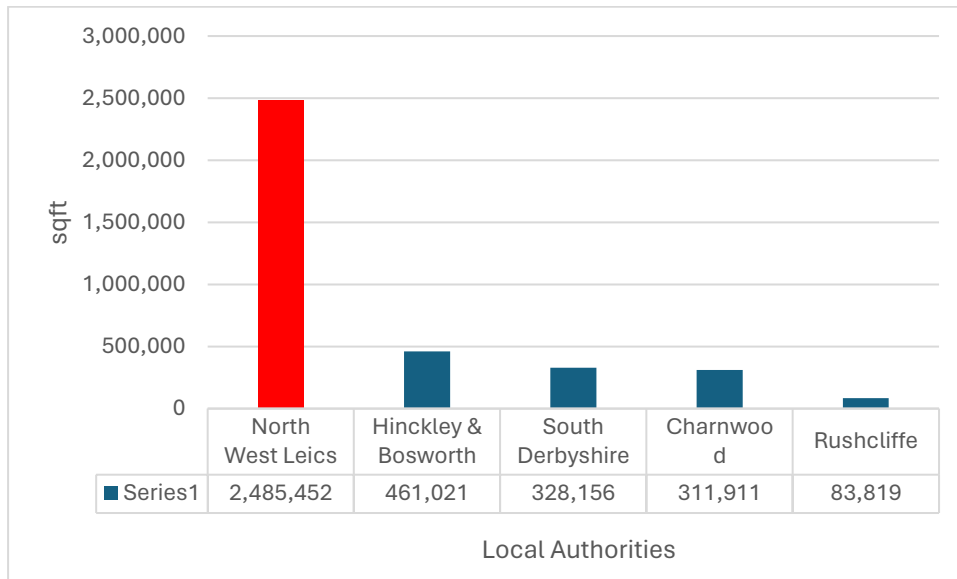


**Table 1 – Forecast Need and Supply**

	Need (sqm)	Supply (sqm)	Shortfall (sqm)
Rail-Based Floorspace	1,106,000	338,000	768,000
Road-Based Floorspace	1,466,000	1,073,000	393,000

- 2.10. The shortfall for rail-based floorspace is expected to be fulfilled solely by the proposed development of Hinckley NRFI. A DCO application has now been submitted for this scheme and is currently under examination. It proposes a floorspace of 850,000 sqm.
- 2.11. In terms of road-based floorspace, taking into account the list of consented schemes outlined within Table 43 of the 2021 study, there is a shortfall of 393,000 sqm identified across the County. We understand that at a Local Plan Committee meeting on 12 July 2022 the District agreed to meet 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace. It is unclear how this figure was arrived at exactly, but we understand that in making allowance for planning permissions granted since April 2020 (e.g. Aldi's development at Nailstone (now built out) in Hinckley and Bosworth and the Newlands' scheme at Sawley), NWL proposes an outstanding need of 106,000 sqm to be met through the new Local Plan. For ease of comparison, this converts to circa 1.15 million sq ft, for the entire plan period, or an average of 57,000 sq ft per annum.
- 2.12. Our main concern with the reliance on both the Stantec study and GL Hearn study in the drafting of economic policies for the new Local Plan is that we do not consider either to be up-to-date or reflective of current market demand, as we outline in the following analysis.
- 2.13. Firstly, both studies and the data that informs them, were published in November 2020 and April 2021 respectively, largely pre-dating the Covid-19 pandemic which accelerated demand for B2 and particularly B8 warehousing significantly. At this time there was great uncertainty about the economy and market because of the Covid-19 induced lockdown. Since 2020, the market has outperformed expectations to a phenomenal degree, with demand fuelled by growth in e-commerce and structural changes to operating practices in both the industrial and logistics sectors (e.g. 'Just-in-Case' instead of 'Just-in-Time' practices and re-shoring since Brexit). Whilst the market has steadied, with developers and investors taking a more cautious approach because of the hike in interest rates, demand levels from occupiers remain healthy.
- 2.14. In the case of the GL Hearn study also, the figure provided to inform the target for strategic distribution is for all of Leicestershire, whereas NWL accounts for a disproportionate level of growth compared to other authorities in the County. Demand and take up of B2/B8 floorspace in North West Leicestershire continues to significantly outperform all other local authorities in Leicestershire and rental levels remain strong, partly owing to the strategic location on the M1 and M42 corridors and locations around East Midlands Airport. NWL also has significantly more industrial floorspace than its adjacent authorities.
- 2.15. Data obtained from Estates Gazette (EGi) shows that over the last few years (2018 to 2023 year to date) there has been on average over 2.4m sqft of industrial sector take up in NWL which is 46% of the total take up in Leicestershire over this period. In two of the six years this average was exceeded with NWL contributing 64% (2019) & 56% (2021) of the total take up in Leicestershire.

**Figure 1 – Average Industrial (B1c/B2/B8) Take Up by Local Authority (2018-2023)**



*Source: Estates Gazette (EGi)*

- 2.16. NWL, due to its locational advantage and its current positive pro-growth approach to policy (which enables it to meet changing economic circumstances, in accordance with the NPPF) has continued to outperform its neighbouring authorities over the last 23 years in the provision of floorspace as shown in Table 1 below.

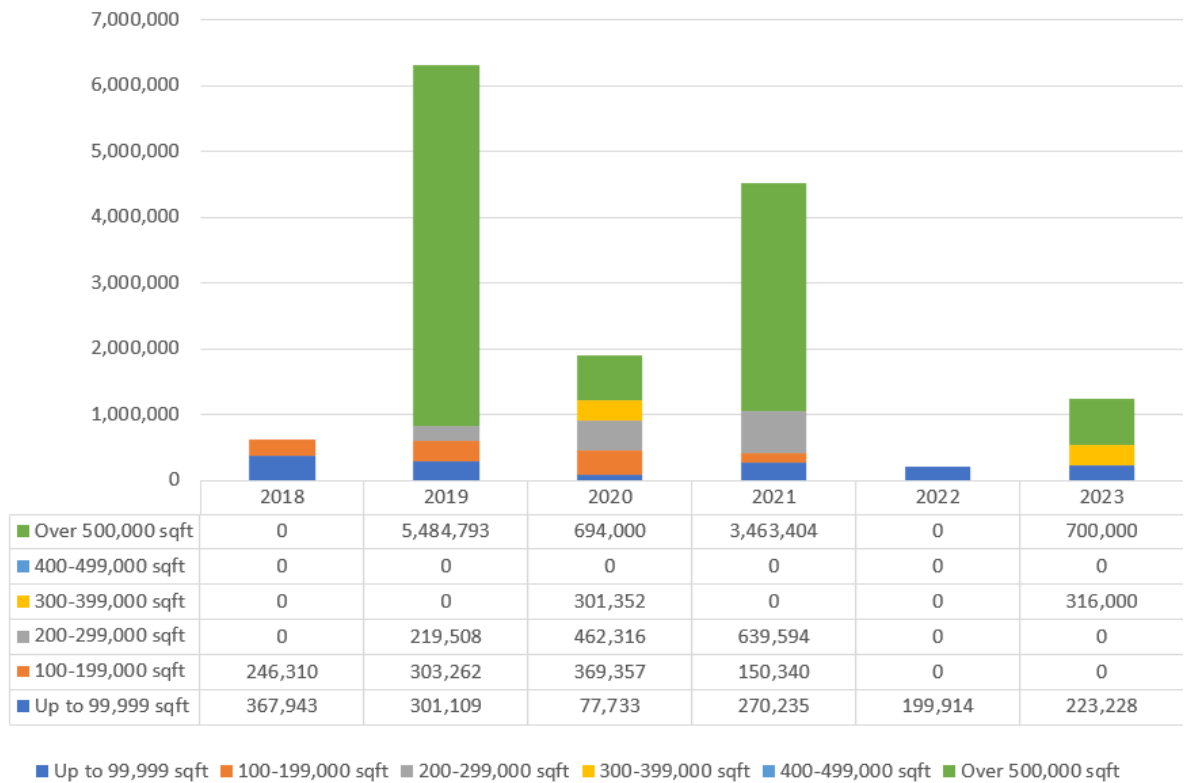
**Table 1 – B1c/B2/B8 Floorspace by Local Authority & County (2001-2023)**

	Averages (sqft)			2023
	Last 5y	Last 10y	Last 23y	
North West Leics	21,735,200	18,866,584	15,883,631	26,114,520
Charnwood	12,862,504	12,975,484	14,016,537	12,815,160
Hinckley & Bosworth	12,774,272	12,397,672	12,291,195	14,149,400
South Derbyshire	10,914,944	10,586,764	9,979,666	10,942,920
Rushcliffe	4,943,144	4,886,116	4,556,626	4,981,880
<b>Leicestershire</b>	<b>80,846,336</b>	<b>80,522,975</b>	<b>64,910,215</b>	<b>88,974,440</b>
<b>NWL as % county</b>	<b>27%</b>	<b>23%</b>	<b>24%</b>	<b>29%</b>

*Source: Valuation Office Agency (VOA)/CBRE analysis*

- 2.17. Analysis of the (B1c/B2/B8) sector take up data from EGi across North West Leicestershire from 2018 onwards identifies a total of 14.8 million sqft through 108 deals have been transacted since 2018 across North West Leicestershire. This equates to a take up of around 2.47 million sqft per annum (pa) or 57ha. Figure 2 below shows the breakdown of the total transacted floorspace annually since 2018 by size.

**Figure 2 – Industrial (B1c/B2/B8) Take Up in NWL (2018-2023)**



*Source: EGj/CBRE analysis*

2.18. The total take up in NWL over the last 6 years is 14.79m sqft which equates to 2.47m sqft per annum on average. Figure 3 below shows the take up per annum compared to the average with peaks in 2019 and in 2021 following the COVID lockdowns of 2020 into 2021.

**Figure 3 – Industrial (B1c/B2/B8) Take Up Total per annum in NWL (2018-2023)**



*Source: EGi/CBRE analysis*

- 2.19. The most noticeable trough was during 2022, reflecting the state of the economic and financial markets at that point in light of inflation and interest rate peaks and cost of living increases leading to a risk averse response from the sector. Whilst the 2023 data is for a 11 month year up to the end of November it is noteworthy that take up in floorspace has increased as economic and financial concerns reduced, with inflation, interest rates and costs starting to fall and occupier and investment confidence increasing. This trend is expected to continue.
- 2.20. Based on an overall average take-up of 2.47m sq ft per annum between 2018 and 2023 for both strategic scale and non-strategic scale B1c/ B2 and B8 uses in NWL alone, one can see how the local plan evidence base targets of circa 62,000 sq ft per annum (non-strategic scale) and circa 57,000 sq ft per annum (strategic scale), which collectively total 119,000 sq ft per annum fall grossly short of historic demand.
- 2.21. This shows that there is strong evidence of long term economic demand for industrial and logistics space in NWL and the district holds a predominant position compared to the County at a whole. In light of this, we would encourage the local authority to update the evidence informing Policy S1(2) and (3) and express any employment floorspace targets under Policy S1 as a minimum at the least, so as not to constrain the district’s ever burgeoning offer for both non-strategic and strategic B2/B8 employment land.

**Draft Policy Ec1 – Economic Strategy (Strategic Policy)**

- 2.22. We note that this policy has not yet been drafted. We wish to reserve the right to provide comments on these policies at the Regulation 19 stage. However, our comments on general

needs employment under Policy S1 also apply to any policies setting out the overall economic strategy for the district.

### **Draft Policy Ec3 – New Employment Allocations (Strategic Policy) 7**

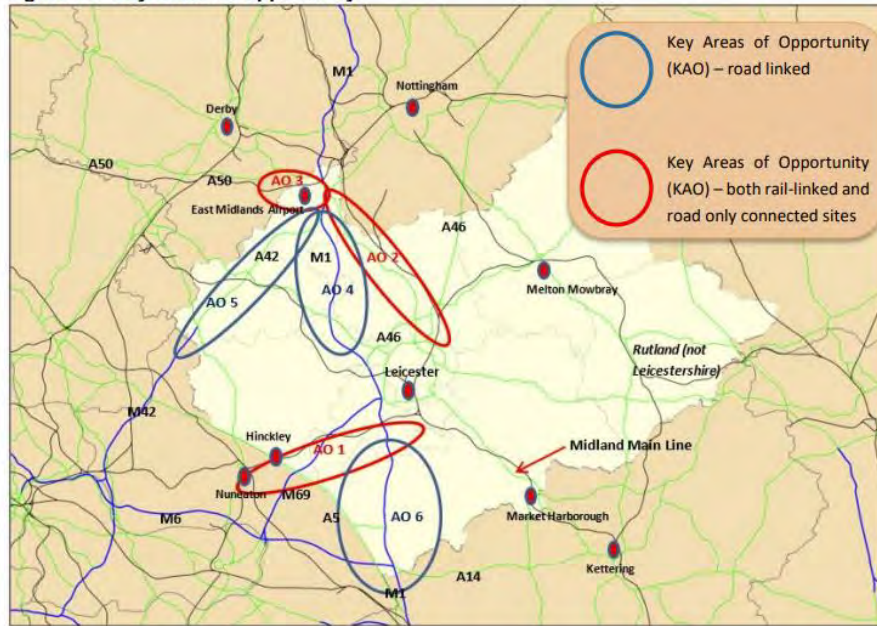
- 2.23. Draft Policy Ec3 will set out the employment allocations for the New Local Plan. We have therefore reviewed the proposed employment allocations set out in the 'Proposed Housing and Employment Allocations' consultation document as part of our response here.
- 2.24. For non-strategic scale B2 and B8, we note that section 5 acknowledges that the new local plan will make provision for at least 114,500 sqm (28.6ha) of industrial/ smaller warehousing, and that the draft employment allocations total 127,710 sqm. We welcome the expression of this provision figure as a minimum, for the reasons as set out above in response to Policy S1. For the same reasons, we also agree with the pragmatic approach outlined in para 5.4. as to why the draft allocations are pragmatic against an 'apparent excess of in industrial/ smaller warehousing compared with the requirements'.
- 2.25. For strategic distribution employment allocations, we note that two **potential** locations for strategic distribution are included within Section 6 of the consultation document, for land south of East Midlands Airport (81ha) and Land to the north of J11 A/M42 (28ha), which would total 109 ha.
- 2.26. We note under para 6.13 of the consultation document that the decision on which site(s) to allocate is not necessarily limited to a choice between these two sites, and that subject to the outcomes of more detailed work, the allocation of one, both, either or indeed different site(s) could be justified.
- 2.27. We therefore strongly recommend that our client's site: land off Corkscrew Lane, is considered by the local authority as an employment allocation within the New Local Plan. The site has the following benefits and advantages:
- The site is subject to a purchase agreement with DHL RES, who have confirmed their need to relocate to this site, as the only suitable location within North West Leicestershire which can satisfy their operational and locational requirements. The site is therefore the only deliverable site to satisfy their need.
  - The site has direct access onto the A511(Ashby Road) which provides excellent access to the A42 at J13 (1/2 mile away), M42 and M1. East Midlands Airport is within 10 miles of the site. The A511 also provides a direct route to Leicester and Burton upon Trent.
  - The site is relatively flat and has few constraints that would prohibit its development. For the reasons set out in Section 1 above, the site is demonstrably suitable, available and achievable, and deliverable within years 1-5.
  - The site is already the subject of planning application ref 23/00427/OUTM, which is currently pending a decision, but has demonstrated the suitability of the site for the development proposed.
  - The site can be configured flexibly to meet both non-strategic and strategic distribution and warehousing demand, as required. The illustrative masterplans (see Appendix 3) demonstrate 3 different options for how the site could be delivered:
    - Illustrative Masterplan 01
      - Unit 100. 5,371m<sup>2</sup>, of which 268m<sup>2</sup> would be office space
      - Unit 200. 23,995m<sup>2</sup> of which 1,187m<sup>2</sup> would be office area
      - Unit 300. 9,753m<sup>2</sup> of which 488m<sup>2</sup> would be officer area.
    - Illustrative Masterplan 02
      - Single unit of 42,327m<sup>2</sup>, of which 2,103m<sup>2</sup> would be office space
    - Illustrative Masterplan 03

- Total of twelve units, ranging from 693m<sup>2</sup> to 9,786m<sup>2</sup>
- The site is immediately adjacent to an already consented scheme which was approved in May 2021 for 70,000 sqm gross of logistics/ warehousing (B8) and parking provision for nearly 200 HGVs and 550 cars at this location (G-Park)<sup>1</sup>. This site is now under construction. This demonstrates that the area is a viable and attractive location for B2 and B8 development. It also serves to change the current context of the site to be more aligned to industrial development as well as tie the proposals into the existing urban framework of Ashby-de-la-Zouch's primary employment areas, which are already concentrated around Junction 13.
- The nearest residential property and premises known as Game Keepers Cottage is located around 200m north of the site (though separated by the A511). In addition further properties are located around 300-500m to the south of the site including 'Cornworthy' which is located on Corkscrew Lane to the south of the site. A small ribbon of development known as 'New Packington' is located around 500m to the south west of the site. The next closest properties are located at the small hamlet of Farm Town, 1.25km to the east of the site, a significant distance away. The site is already bound by existing mature trees and hedgerows along the A511, and rural hedgerows along Corkscrew Lane, which help to mitigate views into the site; in accordance with National Forest character, additional planted landscaping would provide further natural screening. Development will therefore have little residential amenity impact.
- Although the application site lies within the River Mease Catchment Area and is therefore subject to Habitat Regulation Assessment (HRA) in relation to Nutrient Neutrality, the applicant can provide a waste water solution that does not discharge within the River Mease Catchment Area. The applicant has submitted a Stage 2 Appropriate Assessment (AA) which concludes that with appropriate mitigation measures such as; tank storage and waste removal measures, siltation mitigation measures and above ground SUDS, potential water pollution from runoff will be mitigated to neutral levels. This is supported by Natural England confirming it doesn't object to the scheme (see consultee response dated 23 May 2023, included at Appendix 4).
- In Section 11 of the "Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change" study produced by GL Hearn, Areas of Opportunity are set out, identifying broad general areas across Leicestershire where new strategic logistics sites should be located. These Areas of Opportunity are identified where they meet the following criteria:
  - Good connections with the strategic highway network;
  - Good connections with the railway network;
  - Appropriately located relative to the markets to be served; and
  - Is accessible to labour and located close to areas of employment need
- As per Figure 15 within the Study, which is replicated here, the site is located within Area of Opportunity 5 - the A42 transport corridor, which demonstrates that the site would be viewed as a favourable employment location for distribution uses.

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<sup>1</sup> Planning application reference 19/00652/FULM : <https://plans.nwleics.gov.uk/public-access/applicationDetails.do?keyVal=PPDNW5LR0JR00&activeTab=summary>

Figure 15: Key Areas of Opportunity



NB: Boundaries of key areas are not definitive and are shown for indicative purposes only

- 2.28. The site was assessed as part of the Interim Sustainability Appraisal undertaken by independent consultants Clearlead<sup>2</sup> as part of a high level comparative assessment exercise. This assessment no doubt helped to inform the shortlisted employment allocations referenced in the draft New Local Plan (as per Section 5 of the proposed allocations consultation document and draft policy Ec3).
- 2.29. The site was assessed under employment code reference EMP80<sup>3</sup> and assessed against the 17 objectives of the SA. We believe some of the scores given to the site should be reviewed, and provide justification as follows:
- Against SA6: 'Enhance the vitality and viability of existing town centres and village centre', the site is noted to be over 400m to the sustainable boundary and outside the limits to development of Ashby, and therefore scores negatively. However, with the consented G-Park development adjacent, the site is actually now adjacent to committed development.
  - Against SA8 'Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day to day travel needs', the site scored negatively as is it not within 800m of public transport and does not have access to local services which could increase the need to travel by private hire. As set out in the information supporting the planning application, a condition requiring a Public Transport Strategy could be added to any planning consent to be derived in advance of occupation of the development. Such a condition was applied to the G-Park consent, and G-Park will introduce bus services that can be used by its employees. Those same buses, enhanced as necessary through the Public Transport Strategy, could also serve the Corkscrew Lane development's

2

[https://www.nwleics.gov.uk/files/documents/interim\\_sustainability\\_appraisal\\_report\\_of\\_the\\_site\\_options\\_march\\_2023/C0324%20NWLSA%20SiteReport\\_4\\_clean%20version.pdf](https://www.nwleics.gov.uk/files/documents/interim_sustainability_appraisal_report_of_the_site_options_march_2023/C0324%20NWLSA%20SiteReport_4_clean%20version.pdf)

3

[https://www.nwleics.gov.uk/files/documents/employment\\_site\\_proformas/AA\\_EMPLOYMENT%20SITES.pdf](https://www.nwleics.gov.uk/files/documents/employment_site_proformas/AA_EMPLOYMENT%20SITES.pdf)

employees, who would in turn improve the viability of the bus services which are already proposed. Furthermore, in permitting the adjoining G-Park Site which was part allocated and part unallocated and located in the countryside, the Council clearly considers that the site can be made accessible by a range of transport modes (a requirement of existing policy Ec2(2a) and Policy S3vi). Through the application process, Leicestershire County Highways have confirmed there is no objection to the development of the site in respect of highways or accessibility (see Appendix 6).

- Against SA9 'Reduce air, light and noise pollution to avoid damage to natural systems and protect human health', the site was assessed as 'uncertain' whether the site at Corkscrew Lane will contribute to pollution in the area. An Air Quality Assessment has been submitted in support of the application which suggest the change in concentration relative to the Air Quality Assessment Level is calculated to be less than 5% and therefore 'negligible'. An acoustics assessment was also undertaken and assessed as not having an unacceptable impact on nearby residential properties or the wider environment. Lighting to service yards will be designed to minimise light spill beyond plot boundaries. The Environmental Protection Officer response to the application (see Appendix 8) confirms the acceptability of the proposed development.
- Against SA12 'Protect and enhance the District's biodiversity and protect areas identified for their nature conservation and geological importance' the site also scored negatively, because of being located within the National Forest and catchment of the River Mease SAC. We have already outlined that the site can discharge outside of the River Mease SAC and can confirm that Natural England hold no objection in their consultation response from 16 May 2023 (Appendix 4), subject to conditions being met. Equally, the National Forest Company are satisfied that the application meets the National Forest planting requirement through a landscape-led scheme, and that any planting requirement not met on site can be acceptably delivered on the opposite side of the road to the development on land within the applicant's control (response attached at Appendix 9). Finally, a biodiversity net gain assessment has been undertaken by RammSanderson which demonstrates that the development can achieve a 13.22% net gain for habitats and 15.02% for hedgerows, notwithstanding that the application was submitted prior to the statutory 10% requirement introduced in Feb 2024.
- Against SA13 'conserve and enhance the quality of the District's landscape and townscape character' the site, the site scored negatively. This is because it sits outside the settlement area and not within limits to development, which means the site detracts from the district's landscape and townscape character. However, it should be noted that current landscape quality and character will be eroded by committed development to the immediate west of the site, the currently under construction G-Park site. Although neither proposals are currently in situ the consented 'G-Park Ashby' development has been commenced and will introduce large-scale commercial development of 70,000 sqm and up to 23m in height into views from the surrounding landscape. Such a change to the existing baseline will clearly lessen the visual impact of the site from both close and distant views as the Corkscrew scheme will be appreciated in the context of existing large-scale development rather than a rural, albeit edge of settlement location. The proposed development also incorporates a strategy based on a generous proportion of green infrastructure and landscape planting to mitigate the landscape impact.
- Against SA14 'Ensure Land is used efficiently and effectively' the site scores negatively because it is located on greenfield land. However, we would argue that the majority of distribution and warehousing sites come forward on greenfield land and that the development plots proposed ensure that the site's potential is maximised.

2.30. Table 3 overleaf also reproduces the site assessment produces for EMP80 to inform the sustainability appraisal. Again, we provide commentary against those areas highlighted as areas of concern:



Topic	Assessment	Notes	Our Response
Green Infrastructure	It is uncertain whether the development would impact upon existing green infrastructure or whether the site would provide the opportunity to improve the Green Infrastructure Network.	Hedges and trees form some site boundaries and would need to be maintained and supplemented as part of any development to maintain the character and to assimilate development into a currently undeveloped and rural site. The development would need to safeguard the planting adjacent to the A42. There is sporadic tree planting within the site. There is potential for additional planting and new open spaces together with retention of hedgerows and trees to enhance the green infrastructure.	The development will include significant green infrastructure, and at this stage is expected to provide new habitats through National Forest tree planting (including on land outside of the redline area of the site, but in the ownership of the applicant) to help screen development. Existing boundary hedgerows and tree belts will also be enhanced to provide further screening. The development would also be supported by the creation of new on and off site habitat creation including the attenuation ponds and other SUDS features.
Townscape, Landscape and Visual Sensitivity	It is likely development of the site will have an impact on sensitive landscape and/or townscape characteristics, and it is possible that it cannot be mitigated to an acceptable level.	The site is large, and its development would have a significant visual impact on the site and surroundings. The site is currently undeveloped and in agricultural use; the development of the site would erode the openness and the rural character on the approach into Ashby. The site is rather detached from the town on the eastern side of Measham Road. The site has medium sensitivity to residential development.	It should be noted that current landscape quality and character will be eroded by committed development to the immediate west of the site, the currently under construction G-Park site. Although neither proposals are currently in situ the consented 'G-Park Ashby' development is under construction and will introduce large-scale commercial development of 70,000 sqm and up to 23m in height into views from the surrounding landscape. Such a change to the existing baseline will clearly lessen the visual impact of the site from both close and distant views as the Corkscrew scheme will be appreciated in the context of existing large-scale development rather than a rural, albeit edge of settlement location. The proposed development also incorporates a strategy based on a generous proportion of green infrastructure and landscape planting to mitigate the landscape impact.

Historic and Cultural Assets	Development of the site may have the potential to affect heritage assets, but it is possible that it could be mitigated to an acceptable level.	The site is large, and its development would have a significant visual impact on the site and surroundings. The site is currently undeveloped and in agricultural use; the development of the site would erode the openness and the rural character on the approach into Ashby. The site is rather detached from the town on the eastern side of Measham Road. The site has medium sensitivity to residential development.	See above.  Also, the nearest heritage asset to the application site is the Grade II listed milepost outside no. 96 Leicester Road, New Packington which is situated 600 metres to the south-west. The boundary of the Ashby De La Zouch Conservation Area is situated 1533 metres to the north-west of the application site.  During the pre-application response, the Council's Conservation Officer consequently advised that no harm would arise to the significance of the setting of any heritage assets, and no heritage harm has been identified during the current application process.
Land and Water Contamination	The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution.	No known contamination.	Phase I and II Environmental Assessments have been undertaken in support of the application, as well as Contamination Assessment. Ivy House Environmental have also subsequently carried out a Contamination Assessment.  The salient points from the contamination and geotechnical testing, gas and groundwater monitoring and infiltration testing suggest that no visual or olfactory evidence of hydrocarbon contamination was observed during the site inspection or site investigation and that no remediation is required in terms of contaminated soils across the site to protect the end user (staff).  Further information is provided in the above referenced reports.
Environmental Quality	The site is close to sources of pollution or other environmental quality issues, but it is possible that it can be mitigated to an acceptable level.	Potential noise issues from A42 on part of the site towards the east and south.	An Air Quality Assessment has been submitted in support of the application which suggest the change in concentration relative to the Air Quality Assessment Level is calculated to be less than 5% and therefore 'negligible'.  An acoustics assessment was also undertaken and assessed as not having an unacceptable impact on nearby residential

			<p>properties or the wider environment.</p> <p>Lighting to service yards will be designed to minimise light spill beyond plot boundaries.</p> <p>Environmental Protection Officers have confirm the development proposed by the planning application is acceptable.</p>
Ecology	<p>There are ecological issues that require further investigation such as a Phase 1 Survey.</p> <p>The site is within the River Mease Catchment Area.</p>	<p>The area is very sensitive; The Packington Nook area includes hedges along Packington Nook Lane which are candidate Local Wildlife Sites; there are several candidate Local Wildlife Site veteran trees along watercourses. There are badger setts on the site and known Bat roosts in buildings in Packington Nook therefore a survey of farm buildings for bats would be needed. Also, water vole from the Gilwiskaw Brook and crayfish and otter are possible along the watercourse. The Gilwiskaw Brook flows into the River Mease SAC to the south. There are many opportunities for enhancement. Land to south-west is largely arable and poor.</p> <p>Overall, the site is considered acceptable with mitigation.</p>	<p>A Preliminary Ecological Appraisal Report (PEAR) has been prepared by RammSanderson in March 2022.</p> <p>In terms of habitats on site these are generally of limited botanical interest and poor species diversity.</p> <p>A Shadow Stage 2 Habitat Regulations Assessment has been prepared by Ramm Sanderson. This concludes that subject to the embedded mitigation measure proposed within the design of the proposed scheme that it would not have any likely significant effect (LSE) on the integrity of the River Mease Special Area of Conservation, either alone or in combination with other development.</p> <p>The ecology consultee response (provided by Red Kite) does not raise any objections, just conditions, to be applied to the site.</p> <p>Natural England also confirmed it doesn't object to the scheme, as per the consultee response dated 23 May 2023).</p> <p>The development can also deliver a significant net gain to biodiversity.</p>

<p>Highway Safety</p>	<p>The site could potentially be served by a satisfactory access onto the highway network and impact on the local highway network could potentially be mitigated.</p>	<p>The site does not have a current satisfactory vehicular access. An access would be needed onto Measham Road and would have an impact on the movement of traffic. Capacity of the local road network and junctions would need to be demonstrated.</p>	<p>To enable vehicular access to the site, a new ghost island T-junction is proposed, along with the necessary road widening. The access would be south of the consented G-Park ghost island T-junction, on the opposite side of Corkscrew Lane</p> <p>The A511/Corkscrew Lane junction would be upgraded to signal control. A design of the works has been prepared and revised following an independent Stage 1 Road Safety Audit. A capacity analysis of the proposed junction shows that it would have adequate capacity.</p> <p>Furthermore, it is significant to note that without any traffic from the proposed development or the signalisation improvements proposed at the A511 / Corkscrew Lane junction, committed developments alone mean that this junction is currently forecast to be over twice its operational capacity, with potential delays of up to 29 minutes in the AM peak hour. The improvements provided by this application will deliver significant benefits to what is already forecast to be a very constrained junction, ensuring a good level of practical reserve capacity for both the AM and the PM peak periods.</p> <p>As per the Highways Response received on 5th March 2024, the Local Highway Authority Advice agreed with this proposed mitigation, concluding that the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe.</p>
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- 2.31. It is clear from the above that the site offers great locational advantages as both a strategic and non-strategic employment site and that any impacts can be mitigated and are acceptable to statutory consultees. Indeed, in relation to highways, the proposed mitigation will provide a significant enhancement to what is otherwise forecast to be a very constrained junction. For the reasons outlined above, we strongly urge the council to consider the site as a proposed employment allocation as part of the Regulation 19 draft local plan.
- 2.32. We consider that draft policy Ec3's eventual allocations should also be underpinned by an evidence base reflective of true demand in North West Leicestershire, taking into account demand particularly since 2020, and the opportunities presented by the District's proximity to the UK's only inland freeport around East Midlands Airport. Sufficient allocations need to be made which ensure the local plan has flexibility and resiliency to deliver sufficient employment land for the whole plan period.

#### **Draft Policy Ec4 Employment Uses on Unidentified Sites (Strategic Policy)**

- 2.33. As a whole we greatly welcome draft policy Ec4 which provides a route for employment development proposals to be brought forward outside of Existing Employment Areas and Limits to Development. We note this represents an update to current adopted local plan policy Ec2 and welcome its continuation within NWL planning policy (subject to our comments below), providing flexibility for the changing needs and demands of the commercial market as well as spatial flexibility where the impacts are otherwise demonstrated to be acceptable.
- 2.34. With regards to clause 3, we are supportive of the principle of the policy, which provides a means for employment proposals on land outside of the Limits to Development to come forward, provided a range of criteria are met. However we would suggest sub-clause (a)(ii), which places a requirement for a named end-user(s) to be secured through a section 106 legal agreement, should be removed. A proposed development may enjoy numerous expresses of interest for occupation, which would be more strongly indicative of demand than a single end-user. Developers commonly competitively tender their schemes, so it is felt that criteria 3(a)(ii) should be removed. If it remains, this criterion could inhibit any proposals coming forward on unidentified land, which in turn would artificially constrain the commercial market. This is especially the case for North West Leicester where B2 and B8 demand is so great that speculative development is the norm to ensure an adequate supply.
- 2.35. The NPPF is clear (para 86d) that policies must be flexible enough to enable a rapid response to changes in economic circumstances. Occupiers' requirements are typically known less than 24 months ahead of occupation being required, whereas the process of due diligence, pre-application, submission, determination and build out for a non-allocated site typically takes 48 months or more. Speculative development of strategic sites, where there is demonstrable need, is imperative to ensuring adequate supply of buildings. These permissions (and the policy that enables them) must be flexible enough to be able to provide occupiers with the comfort to invest in NWL, which requires allocations and/or extant permissions with appropriate parameters to accommodate the needs of the market.
- 2.36. Subsequently, we also consider criterion 3(a)(i), which requires the applicant to demonstrate that there is an immediate requirement for the employment land type, would likely provide the same restriction and instead should be amended to only require the demonstration of a future requirement.
- 2.37. Under policy 3(c) the first two sub policies should be worded as 'or' instead of 'and'. For B2 / B8 use classes associated with logistics and warehousing, for example, it is rare that sites offering good access to the strategic highway network (ii) can also be made accessible by

sustainable transport models i.e. bus, tram, train, as by their very nature they tend to be focused off motorway junctions and away from urban centres. It is therefore possible that criteria (i) and (iii) OR criteria (ii) and (iii) can be met, but rarely (i) and (ii) and (iii) in combination.

- 2.38. As such, we recommend that the following amendments are made to the proposed policy wording to ensure it can be found sound against the NPPF (additions in green, and removals in red):

*Draft Policy Ec4 – Employment Uses on Unidentified Sites*

[...]

*(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met:*

*(a) It is demonstrated to the satisfaction of the Council that there is;*

*(i) ~~an immediate~~ requirement for the employment land of the type proposed in North West Leicestershire; and*

*~~(ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set~~*

[...]

*(c) The development is in an appropriate location and;*

*(i) Is accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; ~~and or~~*

*(ii) Has good access to the strategic highway network (M1, M42/A42 and A50) and an acceptable impact on the capacity of that network, including any junctions; and*

*(iii) Will not be detrimental to the wider environment or the amenities of any nearby residential properties as a result of loss of privacy, excessive overshadowing or an overbearing impact, activity levels, noise, vibration, pollution or odours.*

- 2.39. In summary, whilst we are supportive of the inclusion of Policy Ec4 as a whole, we would encourage the individual criteria to be reviewed to ensure it meets the requirements to NPPF policy 86(d), which states that planning policies should be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances. At present, policy Ec4 3(a)(ii) is unduly restrictive and risks constraining employment land supply in the district, and Ec4 3(c) does not reflect the reality of most sites within the Areas of Opportunity identified within the emerging Local Plan.

**Draft Policy Ec6 Start Up Workspace**

- 2.40. Whilst we encourage development that could support small-scale industrial units, we do not think a policy which requires an element of start-up space in all employment development

coming forward is necessarily feasible or implementable. We would suggest that the wording is amended to incentivise employment land to include start-up space, but not necessarily require an element of it, in the interests of meeting overall employment land needs.

**Draft Policy Ec7 Local Employment Opportunities**

- 2.41. We consider that 50+ jobs generated is a suitable threshold for the requirement if an Employment and Skills plan, so as not to unduly burden or discourage small business.

**Policy IF5: Transport Infrastructure and New Development**

- 2.42. Part 2 of this draft policy states that new development needs to "*mitigate any negative transport impacts*". This is inconsistent with the NPPF which states that any significant impacts from development on the transport network or on highway safety should be "cost effectively mitigated to an acceptable degree". We would therefore encourage officers to revisit this wording in order to comply with NPPF para 114.

**Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)**

- 2.43. Policy EN1 is in alignment with national policy on biodiversity net gain and is therefore supported.

**Draft Policy En3 – National Forest (Strategic Policy)**

- 2.44. We support draft policy En3 and the proposals at Corkscrew Lane have been designed with the National Forest designation in mind.

### **3. Response to the Proposed Housing and Employment Allocations Document**

- 3.1. Please see our response to draft policy Ec3, which responds to the employment allocations document therein.



#### **4. Response to the Proposed Limits to Development Consultation Document**

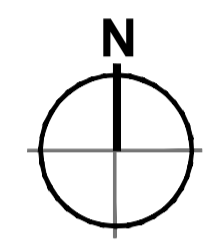
- 4.1. The methodology in the consultation document states that sites at the edge of a settlement with extant planning permission for residential or employment development should be included. By that rationale, the consented G-Park site should be brought within the limits to development of Ashby de la Zouch.
- 4.2. Our client's land east of Corkscrew Lane lies adjacent to this committed development, and represents a logical and naturally contained location for development. The triangular parcel is bound by the railway line to the south, the A511 to the east and Corkscrew Lane (with the approved G-Park scheme beyond) to the west. In accordance with the methodology, these are logical, defined, visible features, suitable for use in defining limits to development.
- 4.3. Should our client's site be allocated for development, it should therefore be brought within the limits to development of Ashby de la Zouch, along with the adjacent site to the west.

## **5. Summary**

- 5.1. These representations have been submitted in support of Land off Corkscrew Lane being considered as an Employment Allocation within NWL's New Local Plan. The site represents a developable, deliverable and desirable location capable of delivering strategic and non-strategic employment development which can contribute to the District's need in a highly desirable location off the A42.

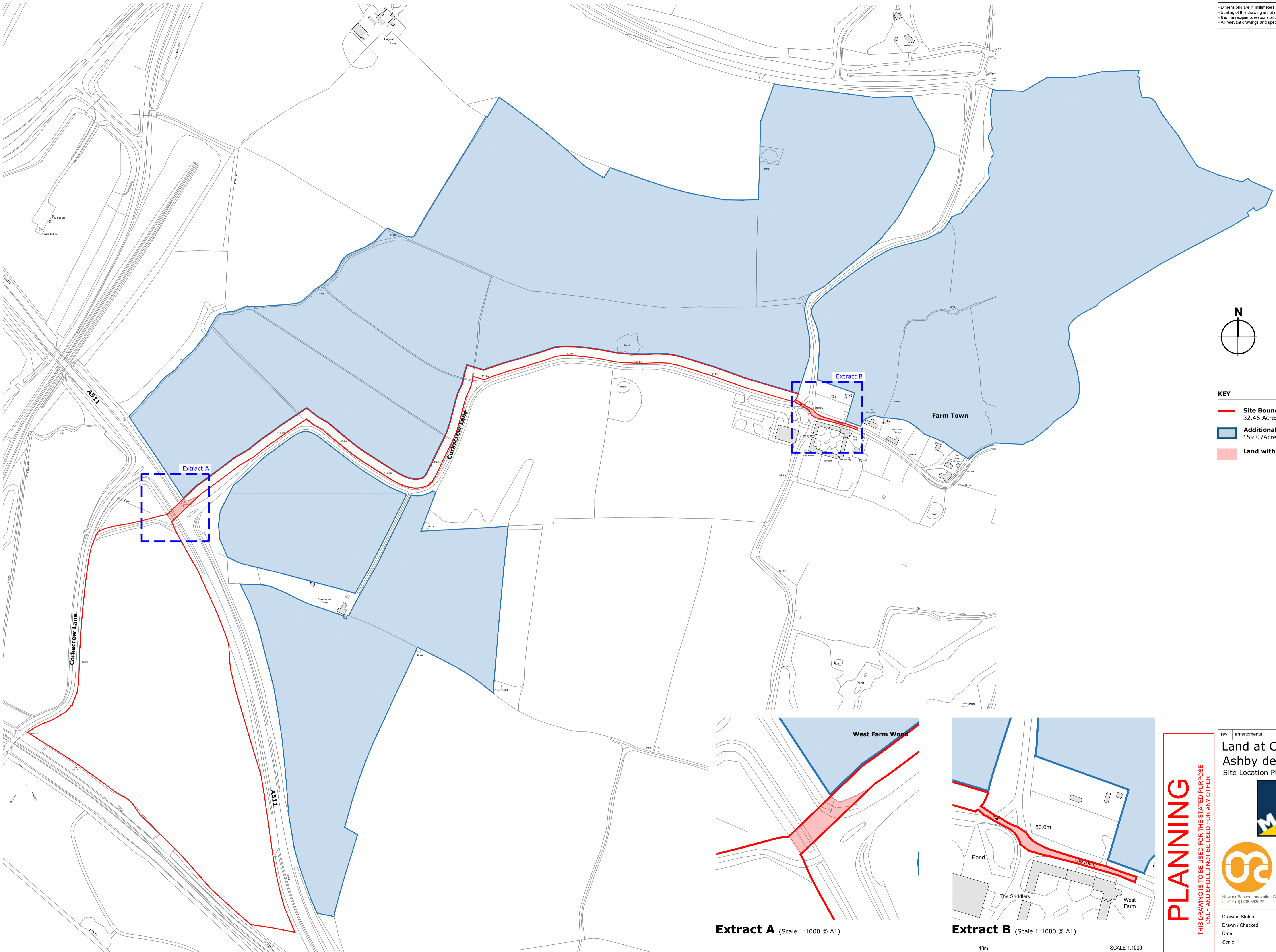
## **Appendix 1 - Site location plan**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.

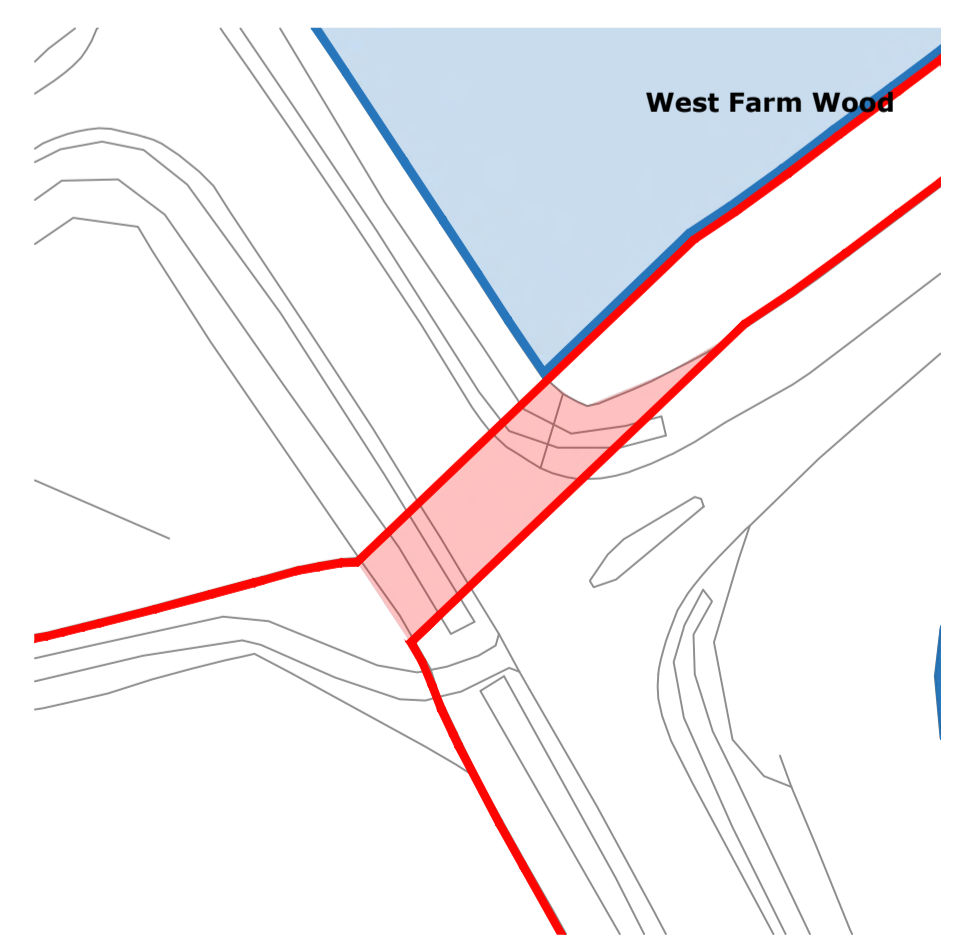


**KEY**

- **Site Boundary:**  
32.46 Acres (13.1 Hectares)
- Additional land under applicants control:**  
159.07 Acres (64.4 Hectares)
- Land within the adopted highway**



**Site Location Plan** (Scale 1:2500 @ A1)



**Extract A** (Scale 1:1000 @ A1)



**Extract B** (Scale 1:1000 @ A1)



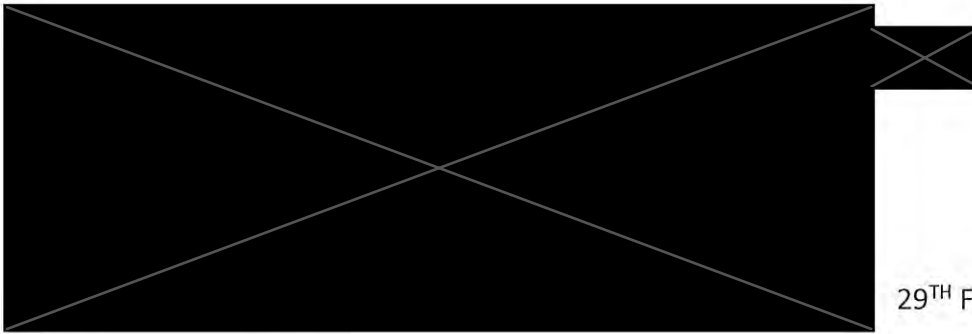
**PLANNING**  
 THIS DRAWING IS TO BE USED FOR THE STATED PURPOSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

rev amendments by ckd date  
**Land at Corkscrew Lane, Ashby de la Zouch**  
 Site Location Plan with Rising Main Route



Drawing Status:	Planning
Drawn / Checked:	GM / GH
Date:	20/03/2023
Scale:	1:2500 A1
Drawing no:	Revision:
19345 P0001	A

**Appendix 2 - DHL letter of support for planning application ref  
23/00427/OUTM**



29<sup>TH</sup> February 2024

Dear 

### **Planning Applications 23/00427/OUTM**

DHL Real Estate Solutions (RES) wish to register their formal support for Planning Application 23/00427/OUTM, submitted by Paul Fovargue (agent Mather Jamie) for industrial / logistics development at land south of Corkscrew Lane and west of A511 Ashby Road (the Site).

DHL RES have identified a pressing need for a new major distribution facility in North West Leicestershire District Council's (NWLDC) administrative area, with key operational and locational requirements being a footprint of up to 500,000 sq. ft. and immediate access to the strategic road network.

The Site is the only one identified in NWLDC that meets our operational and locational requirements, and DHL RES have secured a purchase agreement (subject to planning) with the Applicant for development up to 46,451 sqm (500,000 sq ft) that is proposed at the Site.

DHL RES has an immediate need to the increase capacity and sustainability of it's operations in the region. Subject to a positive decision on the Planning Application, and the subsequent submission of reserved matters and condition discharge applications, it is expected construction could start by early 2025.

This Site will enable DHL RES to retain jobs within NWLDC, in addition to the creation of many new skilled roles. NWLDC is DHL RES's preferred location (both locationally, and to ensure the retention of jobs in this location), however should this Application be refused, DHL RES has identified other deliverable opportunities outside the district that would be capable of meeting the requirements.

### **Benefits of DHL RES Proposals**

Should the application be successful DHL RES would look to bring forward a new best-in-class logistics development which will provide a range of other public benefits, including a significant number of jobs for local people, from administrative to highly skilled management and technical roles. We envisage circa 400 full time jobs will be directly employed in the proposed development, alongside significant indirect benefits the investment in the Site would bring.

Deutsche Post DHL  
The Mail & Logistics  
Group

DHL Supply Chain Limited  
Solstice House  
251 Midsummer Boulevard  
Milton Keynes  
Buckinghamshire  
MK9 1EQ  
United Kingdom

Phone +44 1908 244000  
[www.dhl.com](http://www.dhl.com)

Registered Office  
Solstice House  
251 Midsummer Boulevard  
Milton Keynes

Registered in the UK -  
00528867

The jobs at the Site will be a mix of retained NWLDC jobs and approximately 200 -250 new jobs created by both the increased capacity also the new technology that will require skilled workers.

DHL RES are committed to ensuring the opportunities provided to local people are maximised and, at the appropriate time, DHL RES will work with the local stakeholders to ensure opportunities are appropriately advertised, apprenticeships will also be available. We have a strong track record of delivering local jobs, including apprenticeships with an in-house apprenticeship programme and dedicated training teams.

We embrace the concept of 'Wellness' in our building design, which is intended to make the buildings attractive places to work both internally and externally for the benefit of staff. The DHL RES buildings will be designed to be operationally carbon zero through a range of technologies, including the provision of roof top solar voltaic installations and air source heat pumps – and we have worked with the Applicant to ensure the application provides the parameters required to deliver on our aspirations.

### **About DHL Real Estate Solutions (RES)**

DHL RES is the development arm of DHL Supply Chain and delivers end-to-end solutions, providing a global supply chain and logistics floorspace to support our customers' operations managed by DHL Supply Chain. DHL Supply Chain manages logistics and the complexities of the global supply chain on behalf of its customers, providing comprehensive solutions that realise a range of efficiencies and other benefits for their businesses. It is a standalone division of the DHL Group and is entirely separate to (for example) DHL Express, which specialises in international express parcel and courier services.

DHL Supply Chain plays an essential role supporting the UK economy, ensuring (inter alia) convenience stores and supermarkets remain stocked, the hospitality industry is supplied with food and drink, and healthcare and manufacturing sectors have the supplies they need when and where they need them.

### **DHL Requirements**

In the UK, there is a significant shortfall in buildings and sites that meet the needs of DHL RES and our customers.

We require modern logistics buildings with the highest of sustainability criteria able to achieve a minimum BREEAM Excellent rating. There are no other suitable options available in the NWLDC that meet our requirements, with the key operational requirement in this location being a single warehouse facility of 460,000 sq ft with the required 18m internal height, supporting infrastructure and yard depths.

The facility will employ approximately 400 staff in a variety of roles including management, clerical and warehouse colleagues.

We require a building which can accommodate high-tech, high-efficiency warehouses; this means the ability to use vertical stacking and, in turn, there is a requirement for a minimum 18m clear internal height to account for current and evolving technologies in the sector.

A new National Distribution facility in the district is vital to supporting our future business operations within NWLDC and the wider East Midlands regions. It is imperative that DHL RES secures a major site within this area with access to A42 and consequently the wider Motorway network without

further delay; this is something the business has needed for some time but been unable to find, with an ultimate risk that DHL RES is forced to look at suboptimal options on other nearby districts, with other deliverable opportunities identified should planning not be achieved here.

This new logistics site will be one of the most significant investments by DHL RES, being one of the most forward-looking facilities in the UK and due to this will be a flagship site for the DHL SCS division.

The new facility will help DHL RES to meet growing customer expectations to deliver a faster, more reliable and, importantly, more sustainable service including the replacement of outdated facilities with forthcoming lease expiries, no longer complying with the latest ECP (Energy Performance Certificate) Legislation.

To achieve our business goals, DHL RES needs to expand its supply chain through new strategic sites with excellent access to strategic road networks, the Site will be key to our continued success and growth in the East Midlands region and beyond.

DHL RES have worked closely with the Applicant for to ensure the supplementary application details respond to, and meets, our requirements. We operate similar facilities across the UK and have unrivalled experience and understanding of how these buildings will operate now and into the future.

#### **Availability of Sites**

As a global distribution developer, DHL RES have a comprehensive understanding of the logistics market. We fully endorse the Applicant's conclusions that there is a significant shortage of high-quality logistics strategic floorspace achieving 100,000-500,000 sq ft footprints along the A42 corridor and the NWLDC area.

This conclusion stands despite the industry's response to constrained supply, which has included major investment into design and technology advancement to deliver efficiencies and ensure that the space that is available is put to best use.

The pace at which need for logistics floorspace has grown has exceeded all expectations. We have reviewed all the sites located within NWLDC's administrative area that benefit from either planning permission or an allocation for employment use within the adopted NWLDC Local Plan (2021). These sites are not capable of accommodating the type or scale of facility that DHL RES require to sustain our future operations or are hindered by deliverability issues.

Additionally, it is noted that despite the NWLDC Local Plan Review, as amended by the Partial Review (adopted at Council on 16 March 2021), the Council has already been required to commence work on a substantive review given the need for (inter alia) further employment land to meet the requirements of NWLDC.

The Prospectus for Growth for Leicestershire (February 2019) refers to improvement to the road network around the site. The Document highlights the Midlands Connect Strategy. This refers to an aspiration to upgrade the A42 to 'Expressway' standard, improving connectivity between the east and west Midlands and to the Coalville Transport Strategy (CTS) which includes improvements to the A511 / A50 growth corridor.

The Prospectus states that the A511 corridor between Ashby, Coalville and Leicester, is one of two key east-west links in Leicestershire. It links the A42 to the M1 at Junction 22 and beyond (as the



A50) to Leicester. The project will identify suitable improvements at key junctions along this transport link, as well as delivering a local link road, a key element of the North West Leicestershire Local Plan (2011-2031), to provide an alternative route for drivers to limit the impact of growth. This will reduce delays and improve journey times and connectivity to jobs in Coalville, Ashby, and the wider area. It will also support the delivery of 25 hectares of employment land.

### Summary

The Site comprises the only viable location within the district for the type of development proposed and it is available for development now, also considering the River Mease Special Area of Conservation (SAC)/Site of Special Scientific Interest (SSSI) issues.

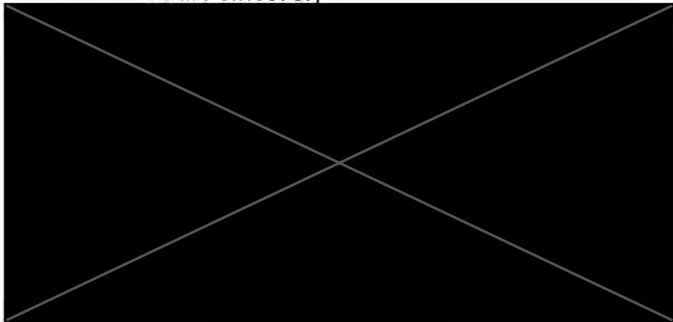
There are no other sites in the district that meet the needs of DHL RES. If planning permission is not granted for these proposals, DHL RES will be restricted in their ability to grow and meet the needs of the administrative area, with a need to widen their search within the South East and Midlands, with alternative deliverable sites identified if required.

Should planning permission be granted, we would look to commence infrastructure works on the Site immediately (subject to appropriate approvals) to meet our requirement as we have a pressing and immediate need to replace existing facilities.

DHL RES has worked closely with the Applicant to ensure their application responds to, and meets, both the wider market and our current and known requirements. The Applicant has built flexibility into their plans, enabling the Site to respond and deliver to the needs of a rapidly evolving and growing market.

DHL RES fully support the proposals and respectfully request that planning permission is granted without delay.

Yours sincerely



## **Appendix 3 - Indicative masterplans**

# 5.0 Outline Development Proposals

## 5.3 Illustrative Masterplan 01

### Summary Area Schedules

Proposed Area Table	
<b>Unit 100</b>	
Warehouse Area	54,923ft <sup>2</sup> (5,102m <sup>2</sup> )
Office Area (Incl. GF core)	2,890ft <sup>2</sup> (268m <sup>2</sup> )
<b>Unit 100 GIA</b>	<b>57,813ft<sup>2</sup> (5,371m<sup>2</sup>)</b>
<b>Unit 200</b>	
Warehouse Area	242,712ft <sup>2</sup> (22,548m <sup>2</sup> )
Office Area (Incl. GF core)	12,774ft <sup>2</sup> (1,187m <sup>2</sup> )
Transport Office	2,500ft <sup>2</sup> (232m <sup>2</sup> )
Gatehouse	300ft <sup>2</sup> (28m <sup>2</sup> )
<b>Unit 200 GIA</b>	<b>258,286ft<sup>2</sup> (23,995m<sup>2</sup>)</b>
<b>Unit 300</b>	
Warehouse Area	99,731ft <sup>2</sup> (9,265m <sup>2</sup> )
Office Area (Incl. GF core)	5,249ft <sup>2</sup> (488m <sup>2</sup> )
<b>Unit 300 GIA</b>	<b>104,980ft<sup>2</sup> (9,753m<sup>2</sup>)</b>
<b>Total GIA</b>	<b>421,079ft<sup>2</sup> (39,19m<sup>2</sup>)</b>



Illustrative Masterplan 01

## 5.0 Outline Development Proposals

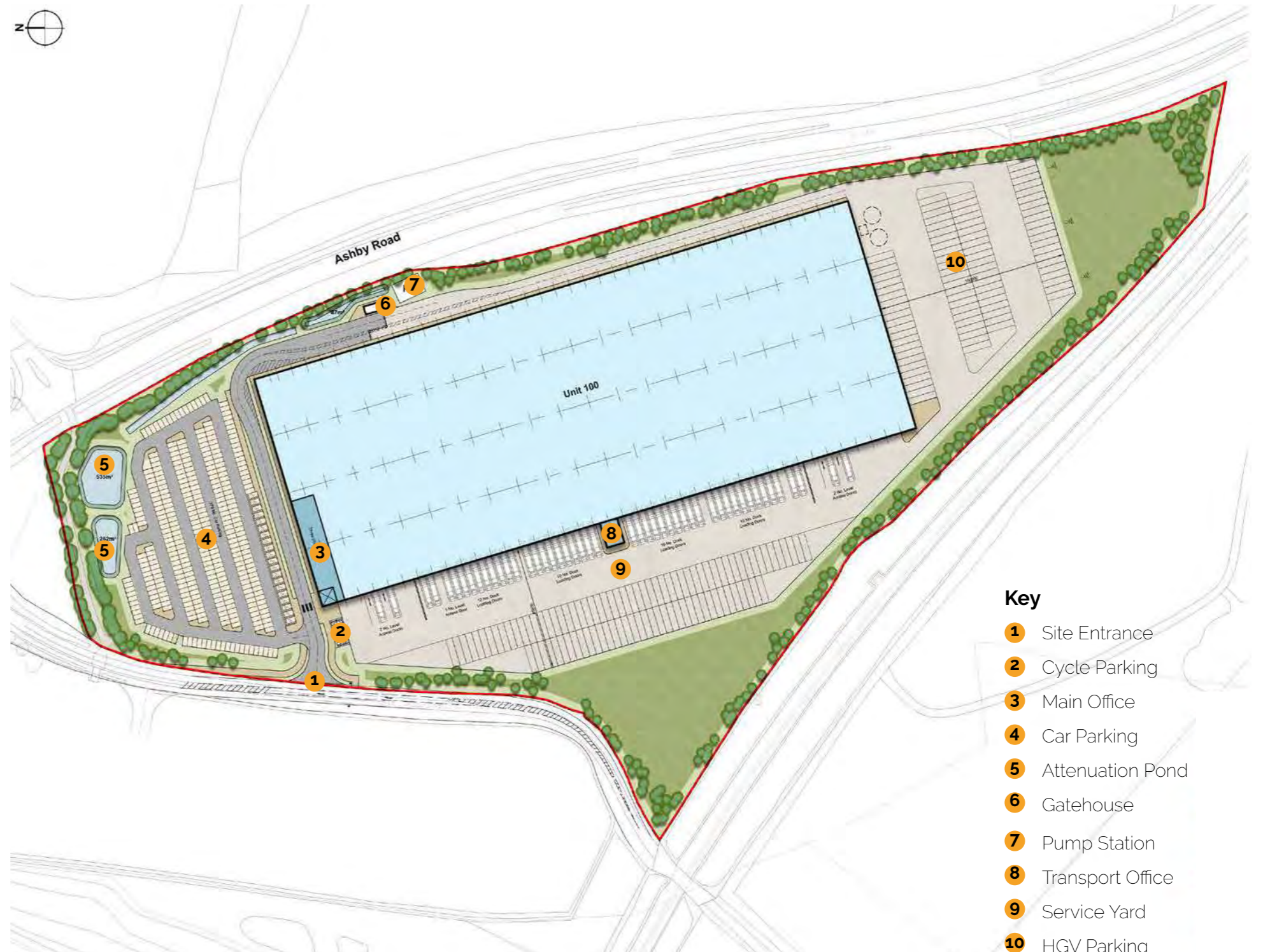
### 5.4 Alternative Illustrative Masterplan Option 02

Two alternative Illustrative masterplans have been prepared as part of the outline planning application indicating further layout options, comprising of a single unit and multi-unit scheme, demonstrating three of many possible layouts with units of varying size and scale, providing a range of units to suit market demands.

Whilst the alternative schemes vary, the key design principles developed in response to the unique physical site constraints are consistent throughout all options.

#### Summary Area Schedules

Schedule of Accommodation	
Site Area	28.39 Acres (11.49ha)
Site Density GIA	36.84%
Proposed Area Table	
Unit 100	
Warehouse Area	430,163ft <sup>2</sup> (39,963m <sup>2</sup> )
Office Area (Incl. GF core)	22,640ft <sup>2</sup> (2,103m <sup>2</sup> )
Transport Office	2,500ft <sup>2</sup> (232m <sup>2</sup> )
Gatehouse	300ft <sup>2</sup> (28m <sup>2</sup> )
<b>Unit 100 GIA</b>	<b>455,603ft<sup>2</sup> (42,327m<sup>2</sup>)</b>
<b>Total GIA</b>	<b>455,603ft<sup>2</sup> (42,327m<sup>2</sup>)</b>



#### Key

- 1 Site Entrance
- 2 Cycle Parking
- 3 Main Office
- 4 Car Parking
- 5 Attenuation Pond
- 6 Gatehouse
- 7 Pump Station
- 8 Transport Office
- 9 Service Yard
- 10 HGV Parking

Alternative Illustrative Masterplan Option 02

# 5.0 Outline Development Proposals

## 5.5 Alternative Illustrative Masterplan Option 03

### Summary Area Schedules

Proposed Area Table			
<b>Unit 100</b>		<b>Unit 330</b>	
Warehouse Area	54,923ft <sup>2</sup> (5,102m <sup>2</sup> )	Warehouse Area	7,754ft <sup>2</sup> (720m <sup>2</sup> )
Office Area (Incl. GF core)	2,890ft <sup>2</sup> (268m <sup>2</sup> )	Office Area (Incl. GF core)	2,491ft <sup>2</sup> (231m <sup>2</sup> )
<b>Unit 100 GIA</b>	<b>57,813ft<sup>2</sup> (5,371m<sup>2</sup>)</b>	<b>Unit 330 GIA</b>	<b>10,245ft<sup>2</sup> (952m<sup>2</sup>)</b>
<b>Unit 210</b>		<b>Unit 400</b>	
Warehouse Area	9,233ft <sup>2</sup> (858m <sup>2</sup> )	Warehouse Area	34,146ft <sup>2</sup> (3,172m <sup>2</sup> )
Office Area (Incl. GF core)	2,173ft <sup>2</sup> (202m <sup>2</sup> )	Office Area (Incl. GF core)	4,322ft <sup>2</sup> (402m <sup>2</sup> )
<b>Unit 210 GIA</b>	<b>11,406ft<sup>2</sup> (1,060m<sup>2</sup>)</b>	<b>Unit 400 GIA</b>	<b>38,468ft<sup>2</sup> (3,574m<sup>2</sup>)</b>
<b>Unit 220</b>		<b>Unit 500</b>	
Warehouse Area	6,828ft <sup>2</sup> (634m <sup>2</sup> )	Warehouse Area	45,091ft <sup>2</sup> (4,189m <sup>2</sup> )
Office Area (Incl. GF core)	1,918ft <sup>2</sup> (178m <sup>2</sup> )	Office Area (Incl. GF core)	3,656ft <sup>2</sup> (340m <sup>2</sup> )
<b>Unit 220 GIA</b>	<b>8,746ft<sup>2</sup> (813m<sup>2</sup>)</b>	<b>Unit 500 GIA</b>	<b>48,747ft<sup>2</sup> (4,529m<sup>2</sup>)</b>
<b>Unit 230</b>		<b>Unit 600</b>	
Warehouse Area	9,523ft <sup>2</sup> (885m <sup>2</sup> )	Warehouse Area	100,071ft <sup>2</sup> (9,297m <sup>2</sup> )
Office Area (Incl. GF core)	2,491ft <sup>2</sup> (231m <sup>2</sup> )	Office Area (Incl. GF core)	5,266ft <sup>2</sup> (489m <sup>2</sup> )
<b>Unit 230 GIA</b>	<b>12,014ft<sup>2</sup> (1,116m<sup>2</sup>)</b>	<b>Unit 600 GIA</b>	<b>105,337ft<sup>2</sup> (9,786m<sup>2</sup>)</b>
<b>Unit 310</b>		<b>Unit 700</b>	
Warehouse Area	7,515ft <sup>2</sup> (698m <sup>2</sup> )	Warehouse Area	60,289ft <sup>2</sup> (5,601m <sup>2</sup> )
Office Area (Incl. GF core)	1,854ft <sup>2</sup> (172m <sup>2</sup> )	Office Area (Incl. GF core)	3,173ft <sup>2</sup> (295m <sup>2</sup> )
<b>Unit 310 GIA</b>	<b>9,369ft<sup>2</sup> (870m<sup>2</sup>)</b>	<b>Unit 700 GIA</b>	<b>63,462ft<sup>2</sup> (5,896m<sup>2</sup>)</b>
<b>Unit 320</b>		<b>Unit 800</b>	
Warehouse Area	5,540ft <sup>2</sup> (515m <sup>2</sup> )	Warehouse Area	18,688ft <sup>2</sup> (1,736m <sup>2</sup> )
Office Area (Incl. GF core)	1,918ft <sup>2</sup> (178m <sup>2</sup> )	Office Area (Incl. GF core)	3,689ft <sup>2</sup> (343m <sup>2</sup> )
<b>Unit 320 GIA</b>	<b>7,458ft<sup>2</sup> (693m<sup>2</sup>)</b>	<b>Unit 800 GIA</b>	<b>22,377ft<sup>2</sup> (2,079m<sup>2</sup>)</b>



Alternative Illustrative Masterplan Option 03

**Appendix 4 - Natural England response to planning application ref  
23/00427/OUTM**

Date: 16 May 2023

Our ref:

Your ref:



North West Leicestershire District Council

**BY EMAIL ONLY**

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

Dear



**Planning consultation:** Erection of 5 dwellings (outline - access and layout for approval)

**Location:** 100 Donisthorpe Lane Moira Swadlincote Derby DE12 6BB

Thank you for your consultation on the above dated 17 April 2023 which was received by Natural England on 17 April 2023

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

#### **SUMMARY OF NATURAL ENGLAND'S ADVICE**

#### **NO OBJECTION - SUBJECT TO APPROPRIATE MITIGATION BEING SECURED**

We consider that without appropriate mitigation the application would:

- have an adverse effect on the integrity of the River Mease Special Area of Conservation
- damage or destroy the interest features for which the River Mease Site of Special Scientific Interest has been notified.

The LPA, as competent Authority, should undertake a HRA for this development and in doing so ensure that there will be no harmful discharges of foul or surface water from the application site into the River Mease or its tributaries.

Natural England advise that the development will have no adverse effect on the integrity of the River Mease SAC as long as the following are secured:

- Confirmation of the Waste water Treatment Works proposed to accept foul discharges from the development
- Construction Environment Management Plan
- SuDS implementation as detailed within the application

Any mitigation measures identified within the HRA as necessary to achieve this should be secured via an appropriate planning condition or obligation and must be in place prior to occupation/function of the development.

**River Mease Special Area of Conservation:**

The proposed development lies within the catchment of the River Mease SAC<sup>1</sup>, which is currently in unfavourable condition and is failing its conservation objectives. This is as a result of numerous factors, including high levels of phosphorous in the water. Any addition of phosphorous from foul water (including via mains Sewage Treatment Works) or pollutants from poorly treated surface water will contribute to the site's unfavourable condition and the failing of its conservation objectives.

For more information regarding the site's designated features, condition assessment and conservation objectives visit Natural England's [Designated Sites View](#).

### **Habitats Regulations Assessment (HRA)**

In advising your authority on the requirements relating to Habitats Regulations Assessment, it is Natural England's advice that the proposal is not necessary for the management of the European site. Your authority should therefore determine whether the proposal is likely to have a significant effect on any European site, proceeding to the Appropriate Assessment stage where significant effects cannot be ruled out.

It is noted that the applicant has completed a shadow HRA (River Mease Impact Assessment) and included this with their application. We have assessed the sHRA and provided our comments below.

#### Foul Water Drainage

The proposed development will create additional overnight stays within the catchment of the river mease. Usually, this would trigger the need for calculation of a nutrient budget for the development, as per the guidance sent to your authority on 16<sup>th</sup> March 2022. However, the HRA and application documents indicate that foul water from the proposal will be pumped outside the catchment for treatment and discharge. Where this is the case, impacts from foul water discharge could be ruled out, as there would be no impact pathway. However, we note the exact treatment works and discharge location are not specified within the sHRA; we would recommend that your authority clarify these details to ensure you have certainty of the discharge outside of the catchment.

#### Surface Water Drainage

The Screening stage of sHRA (Stage 1) notes the possibility of impacts from changes to the surface water drainage at the site. Specifically it identified possible impacts from Siltation during construction, water pollution and hydrological changes to the flow in the river. As such, the applicant has proceeded to the appropriate assessment stage to further investigate these impacts and consider mitigation measures.

The appropriate assessment section 2.4 sets out the design of SuDS, including a treatment train consisting of interceptor tanks, a dry pond, a swale, another dry pond and wet pond. Natural England consider the SuDS to be appropriate in preventing an adverse effect on the River Mease SAC.

The appropriate assessment section 2.5 sets out the proposal to implement a CEMP to control silt during construction. NE consider where this a CEMP is implemented, containing the use of the noted silt control measures, an adverse impact on the site from siltation during construction can be ruled out.

The appropriate assessment section 2.6 notes that the SuDS design has incorporated attenuation features to prevent an alteration in the flow rate from the site to the River Mease SAC; as such, Natural England concur that an adverse effect from changes to river flows can be ruled out.

To conclude, Natural England advise that where a CEMP is implemented and the SuDS on site are implemented as set out within the application documents an adverse effect on the integrity of the

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<sup>1</sup> <https://magic.defra.gov.uk/magicmap.aspx>




River Mease SAC may be ruled out. We would therefore recommend these measures are secured by way of a suitably worded planning condition.

### **Other Advice**

Further general advice on the consideration of protected species and other natural environment issues is provided at Annex A. The LPA should also be aware of the recent rulings, and implications of, the People Over Wind and the Dutch Nitrogen Cases. Details of these are attached below in Annex B.

Please note that if your authority is minded to grant planning permission contrary to the advice in this letter, you are required under Section 281 (6) of the Wildlife and Countryside Act 1981 (as amended) to notify Natural England of the permission, the terms on which it is proposed to grant it and how, if at all, your authority has taken account of Natural England's advice. You must also allow a further period of 21 days before the operation can commence.

Should the developer wish to discuss the detail of measures to mitigate the effects described above with Natural England, we recommend that they seek advice through our [Discretionary Advice Service](#).

If you have any queries relating to the advice in this letter please contact me on 

Should the proposal change, please consult us again.

Yours sincerely



## Annex A – Additional Advice

Natural England offers the following additional advice:

### Landscape

Paragraph 174 of the [National Planning Policy Framework](#) (NPPF) highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape & Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Landscape Institute](#) Guidelines for Landscape and Visual Impact Assessment for further guidance.

### Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 174 and 175). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in [GOV.UK guidance](#). Agricultural Land Classification information is available on the [Magic](#) website on the [Data.Gov.uk](#) website. If you consider the proposal has significant implications for further loss of 'best and most versatile' agricultural land, we would be pleased to discuss the matter further.

Guidance on soil protection is available in the Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites](#), and we recommend its use in the design and construction of development, including any planning conditions. Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

### Protected Species

Natural England has produced [standing advice](#)<sup>2</sup> to help planning authorities understand the impact of particular developments on protected species. We advise you to refer to this advice. Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

### Local sites and priority habitats and species

You should consider the impacts of the proposed development on any local wildlife or geodiversity sites, in line with paragraphs 175 and 179 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local records centre, wildlife trust, geoconservation groups or recording societies.

Priority habitats and Species are of particular importance for nature conservation and included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest, on the Magic website or as Local Wildlife Sites. List of priority habitats and species can be found [here](#)<sup>3</sup>. Natural England does not routinely hold species data, such data should be collected when impacts on priority habitats or species are considered likely. Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land, further information including links to the open mosaic habitats inventory can be found [here](#).

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<sup>2</sup> <https://www.gov.uk/protected-species-and-sites-how-to-review-planning-proposals>

<sup>3</sup> <http://webarchive.nationalarchives.gov.uk/20140711133551/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

### **Ancient woodland, ancient and veteran trees**

You should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 180 of the NPPF. Natural England maintains the Ancient Woodland [Inventory](#) which can help identify ancient woodland. Natural England and the Forestry Commission have produced [standing advice](#) for planning authorities in relation to ancient woodland and ancient and veteran trees. It should be taken into account by planning authorities when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

### **Environmental gains**

Development should provide net gains for biodiversity in line with the NPPF paragraphs 174(d), 179 and 180. Development also provides opportunities to secure wider environmental gains, as outlined in the NPPF (paragraphs 8, 73, 104, 120, 174, 175 and 180). We advise you to follow the mitigation hierarchy as set out in paragraph 180 of the NPPF and firstly consider what existing environmental features on and around the site can be retained or enhanced or what new features could be incorporated into the development proposal. Where onsite measures are not possible, you should consider off site measures. Opportunities for enhancement might include:

- Providing a new footpath through the new development to link into existing rights of way.
- Restoring a neglected hedgerow.
- Creating a new pond as an attractive feature on the site.
- Planting trees characteristic to the local area to make a positive contribution to the local landscape.
- Using native plants in landscaping schemes for better nectar and seed sources for bees and birds.
- Incorporating swift boxes or bat boxes into the design of new buildings.
- Designing lighting to encourage wildlife.
- Adding a green roof to new buildings.

Natural England's [Biodiversity Metric 3.0](#) may be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. For small development sites the [Small Sites Metric](#) may be used. This is a simplified version of [Biodiversity Metric 3.0](#) and is designed for use where certain criteria are met. It is available as a beta test version.

You could also consider how the proposed development can contribute to the wider environment and help implement elements of any Landscape, Green Infrastructure or Biodiversity Strategy in place in your area. For example:

- Links to existing greenspace and/or opportunities to enhance and improve access.
- Identifying opportunities for new greenspace and managing existing (and new) public spaces to be more wildlife friendly (e.g. by sowing wild flower strips)
- Planting additional street trees.
- Identifying any improvements to the existing public right of way network or using the opportunity of new development to extend the network to create missing links.
- Restoring neglected environmental features (e.g. coppicing a prominent hedge that is in poor condition or clearing away an eyesore).

Natural England's [Environmental Benefits from Nature tool](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside [Biodiversity Metric 3.0](#) and is available as a beta test version.

### **Access and Recreation**

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths together with the creation of new footpaths and bridleways should be considered. Links to other green networks and, where appropriate, urban fringe areas should also be explored to help promote the creation of wider green infrastructure. Relevant aspects of local authority green infrastructure strategies should be delivered

where appropriate.

### **Rights of Way, Access land, Coastal access and National Trails**

Paragraphs 100 and 174 of the NPPF highlight the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development. Consideration should also be given to the potential impacts on the any nearby National Trails. The National Trails website [www.nationaltrail.co.uk](http://www.nationaltrail.co.uk) provides information including contact details for the National Trail Officer. Appropriate mitigation measures should be incorporated for any adverse impacts.

### **Biodiversity duty**

Your authority has a [duty](#) to have regard to conserving biodiversity as part of your decision making. Conserving biodiversity can also include restoration or enhancement to a population or habitat. Further information is available [here](#).

## Annex B - Recent Rulings

Competent authorities undertaking HRAs should be aware of a recent ruling made by the Court of Justice of the European Union (the CJEU) on the interpretation of the Habitats Directive in the case of *People Over Wind and Sweetman vs Coillte Teoranta* (ref: C-323/17). The case relates to the treatment of mitigation measures at the screening stage of a HRA when deciding whether an appropriate assessment of a plan/project is required. The Court's Ruling goes against established practice in the UK that mitigation measures can, to a certain degree, be taken into account at the screening stage.

As a result, Natural England advises that any "embedded" mitigation relating to protected sites under the Habitat Regulations 2017 Regulation 63 (1) should no longer be considered at the screening stage, but taken forward and considered at the appropriate assessment stage to inform a decision as whether no adverse effect on site integrity can be ascertained. In light of the recent case law, any reliance on measures intended to avoid or reduce harmful effects at the likely significant stage is vulnerable to legal challenge. You may also want to seek your own legal advice on any implications of this recent ruling for your decisions

Your authority should also be aware of a recent Ruling made by the Court of Justice of the European Union (the CJEU) on the interpretation of the Habitats Directive in the case of *Coöperatie Mobilisation* (AKA the Dutch Case) ([Joined Cases C-293/17 and C-294/17](#)).

The *Coöperatie Mobilisation* case relates to strategic approaches to dealing with nitrogen. It considers the approach to take when new plans/projects may adversely affect the ecological situation where a European site is already in 'unfavourable' conservation status, and it considers the acceptability of mitigating measures whose benefits are not certain at the time of that assessment.

Competent authorities undertaking HRA should be mindful of these cases and should seek their own legal advice on the implications of these recent rulings for their decisions.

**Appendix 5 - Red Kite Ecology response to planning application ref  
23/00427/OUTM**

<b>Site Name</b>	Land At Corkscrew Lane, Ashby De La Zouch, Leicestershire.	<b>Advice Request</b>	Ecology
<b>Planning Ref</b>	23/00427/OUTM	<b>Response Deadline</b>	
<b>Planning Officer</b>	[REDACTED]	<b>Completed By</b>	[REDACTED]
<b>Date of Request</b>	17 <sup>th</sup> April 2023	<b>Date of Issue</b>	

**Stance: Approve subject to reserved matters**



I am writing in respect of ecology for the above application advice request regarding the development of up to 46,451 sq m GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town (outline, all matters reserved except for the principal means of vehicular access to the site).

I have reviewed the information provided directly by the Council and the application using the Council's online planning portal. I have not completed a site visit but have reviewed relevant maps and aerial photography.

In relation to the application I have reviewed the following information.

1. Design and Access Statement prepared by UMC Architects dated 27<sup>th</sup> March 2023.
2. Illustrative Masterplan prepared by UMC Architects drawing no. 19345 F0011 Rev C dated 8<sup>th</sup> February 2023.
3. Preliminary Ecological Appraisal (PEA) completed by RammSanderson dated March 2023.
4. River Mease SAC Impact Assessment (stages 1 and 2) dated March 2023.
5. Biodiversity Net Gain Metric v4.0.

I also refer to the comment [REDACTED] June 2022 in relation to application 22/00796/PAAM.

In relation to the above, I would make the following comments and observations.

**1. Protected species and habitats.**

The PEA completed by RammSanderson is acceptable and proportionate given the prevailing habitats and proposed development. Whilst the established existing habitat is largely arable, there are a number of items that need to be addressed at the reserved matters and prior to the construction of the site as follows.

A) The development proposals have the potential to impact on the River Mease SAC/SSSI and the applicant has provided a Stage 1 Screening and a Stage 2 Appropriate Assessment in relation to the Habitats Regulations. Recommendations have been in relation to proposed mitigation in the form of a detailed Construction Environmental Management Plan (CEMP). The reserved matters application will need to include a pre commencement condition to prepare and implement an agreed CEMP.

B) The potential for the presence of great crested newts has been identified within ponds to the west of development boundary and also within suitable terrestrial habitat within the margins of the development boundary. Evidence of an existing amphibian barrier on private land to the west has been confirmed, presumably associated with other developments in the vicinity. Whilst the ponds (outside of the development) and on site suitable terrestrial habitat are at present not going to be removed, there is a potential risk that GCN may enter the construction area if no suitable mitigation is made. This risk could potentially increase if the barrier on private land is removed prior to the development. Therefore a mitigation strategy in the form of a Reasonable Avoidance Measures Method Statement (RAMMS) should be agreed and adopted prior to the construction. The RAMMS should reconsider the risk associated with movement of GCN and existing artificial barriers and if necessary, propose a new amphibian barrier within the development to prevent movement of GCN onto the construction site. This should form a pre commencement planning condition.

## 2. Biodiversity Net Gain

The applicant has supplied a BNG Metric v4.0, which demonstrates a +13.22% habitat and +15.02% hedgerow net gain. This acceptable and demonstrates that BNG can be potentially achieved in relation the development. The metric is based on the illustrative landscape/masterplan and is contingent on an area of off-site post intervention habitat creation on land to the north Ashby Road, which is understood to be under the control of the applicant (described in section 6.1 of the Design and Access Statement). At the reserved matters stage, the BNG Metric will need to be updated to reflect the resolved landscape scheme and proposals for off site enhancement. The current metric does not appear, at the stage, to take into consideration ditches and linear water features, which I would expect to be included within the watercourse units of the metric. At the reserved matters this needs to be considered or some justification given for omitting. A pre commencement planning condition should be made for an update BNG.

The mechanisms for achieving BNG on and off site also need to be considered at reserved matters. This should include arrangements for establishing, maintaining and managing on and off habitats for a 30-year period. This should take the form of Landscape and Ecological Management Plan (LEMP) together with any legal arrangements such as a conservation covenant for off site creation/enhancements, This should for a pre commencement planning condition.



### RED KITE NETWORK LIMITED

The Old Church, Park Avenue, Madeley, Telford, TF7 5AB

t 01952 582111 e [info@redkitenetwork.co.uk](mailto:info@redkitenetwork.co.uk) w [www.redkitenetwork.co.uk](http://www.redkitenetwork.co.uk)

Registered in England & Wales No: 8169295

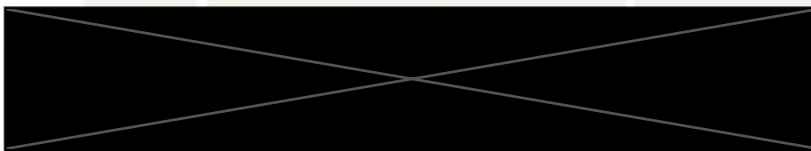
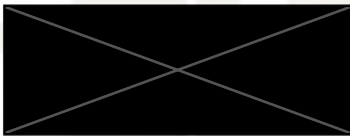


### 3. Biodiversity Mitigation and Enhancements

In combination with the above, on-site enhancements for biodiversity should also be included. This should be based on the recommendations within section 5.0 of the Preliminary Ecological Appraisal prepared by RammSanderson. Again this could form planning conditions and should be related to:

- A) Ensuring suitable lighting strategies to save guard potential bat foraging/commuting routes.
- B) Preconstruction inspections for badgers.
- C) Creation of invertebrate, small mammal and GCN/reptile hibernacula.
- D) Avoidance of disturbance to breeding birds.
- E) Creation of hedgehog “highways” and access points between fencing.
- F) Incorporation of bird and bat boxes on buildings.

Yours sincerely,



**Appendix 6 - Leicestershire Highways response to planning application ref  
23/00427/OUTM**

**Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.**



Response provided under the delegated authority of the Director of Environment & Transport.

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**APPLICATION DETAILS:**

Planning Application Number: [REDACTED]

Highway Reference Number: [REDACTED]

Application Address: Land At Corkscrew Lane Ashby De La Zouch Leicestershire

Application Type: Outline (with access)

Description of Application:

Re-consultation. Development of up to 46,451 sq m GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town (outline, all matters reserved except for the principal means of vehicular access to the site)

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**GENERAL DETAILS**

Planning Case Officer: [REDACTED]

Applicant: [REDACTED] /o Mather Jamie

County Councillor: [REDACTED]

Parish: Coleorton

Road Classification: Class A

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**Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:**

The Local Highway Authority Advice is that, in its view, the impacts of the development on highway safety would not be unacceptable, and when considered cumulatively with other developments, the impacts on the road network would not be severe. Based on the information provided, the development therefore does not conflict with paragraph 115 of the National Planning Policy Framework (December 2023), subject to the conditions and/or planning obligations outlined in this report.

**Advice to Local Planning Authority**

**Background**

The Local Highway Authority (LHA) has been re-consulted on an application for the:

*'Development of up to 46,451 sq m GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town'*

The development site is located at Land at Corkscrew Lane, Ashby De La Zouch, Leicestershire The LHA has on two occasions responded to this application within responses dated 27th June 2023 and 7<sup>th</sup> December 2023.

As part of this re-consultation, the LHA has produced these third highway observations having reviewed the following submitted document:

- Technical Note (TN) H titled 'Reply to LCC Consultation Response of 7 December 2023' dated 24<sup>th</sup> January 2024 produced by ADC Infrastructure.

### **Site Access**

As detailed within the LHAs most recent response dated 7<sup>th</sup> December 2023, the Applicant was requested to supply further/revised information as per the points headlined below:

#### Shared footway/cycleway

The LHA requested the Applicant to reconsider the previously proposed shared footway/cycleway to the south along the junction radii due to its usefulness considering the isolated nature of the development site and surrounding limited cycle network. As per the revised submitted TN and from drawing numbers ADC2883-Dr-007 Rev P2 and ADC2883-DR-008 Rev P3, the Applicant has removed this from the proposals.

#### Central refuge

The LHA previously requested the Applicant to supply dimensions of the shared central refuge which is to connect to a short section of proposed footway on the other side of Corkscrew Lane, which will enable a pedestrian connection to the consented G-Park site.

The central island is in accordance with Leicestershire County Council (LCC) standards. Cyclists will have dismounted before using the central island so the width of 2.5m is acceptable (LTN1/20 Table 5-1 states that the cycle design vehicle typical length is 2.8m). The tactile paving either side of the central island does not need the "tails" but this can be adjusted at the detailed design stage of the scheme.

The LHA previous advised that the overall access geometry was acceptable in accordance with the Leicestershire Highway Design Guide.

#### Speed limit

The Applicant was requested to supply an overview plan showing the extents of the proposed speed limit and changes to the weight restriction.

An overview plan has been added to Drawing ADC2883-DR-007-P2, and the extents of both the speed limit and weight restriction are shown on the revised drawing.

The LHA welcome the amendments and advise that the speed limit and weight limit proposals appear acceptable and both will require separate Traffic Regulation Order (TRO) fee of £7.5k plus legal advertising fees. It should be noted and actioned that there are existing advanced direction signs on A511 Ashby Road detailing the weight limit in its current location which will be required to be amended along with the directional signs located opposite the junction.

The LHA is satisfied that this can be further considered as part of a future S278 detailed design process.

### **Stage 1 Road Safety Audit**

The Applicant was advised to undertake a revised Stage 1 Road Safety Audit (RSA) incorporating the revised access design including the pedestrian refuge to the north. Appendix A of the submitted TN details the revised Stage 1 RSA submission.

It is acknowledged that the audit raised nine problems including recommendations for consideration by the Applicant. The LHA previously comprehensively addressed these problems as per the response issued on 27<sup>th</sup> June 2023.

The LHA has reviewed the revised RSA and accompanying Designers Response to the problems raised, with the Applicant positively accepting all of the advised recommendations. This is accepted and welcomed by the LHA.

The accepted recommendations have been appropriately demonstrated by the Applicant within drawing numbers ADC2883-DR-007 Rev P2 and ADC2883-DR-008 Rev P3.

Additional comments

Carriageway cores are required to determine the existing carriageway construction so that a suitable make up for the new construction can be determined. This can be undertaken at the detailed design stage of the scheme.

Confirmation that statutory undertakers are not affected by the works should be provided. This should be either a websearch plan showing that they have no assets in the area of works, or if they do have assets in the area a formal NRSWA C3 response from the Statutory Undertaker stating that they are unaffected. If Statutory Undertakers are affected please provide the response letter, estimate of works and plan of the works. This can also be undertaken at the detailed design stage of the scheme.

**Off-site highway works – A511 Ashby Road/Corkscrew Lane junction**

Drawing number ADC2883-DR-009 Rev P2 demonstrates an updated junction design which remains acceptable.

**Junction Capacity Assessments**

The LHA previously requested revised Junction Capacity Assessments due to a previous error in the model. The model of the site access junction has been adjusted and rerun and the results are summarised in the table below. The full report is as per Appendix B of the TN. The junction would operate at 34% of capacity in the future assessment year as detailed within the table below.

2028 with development	AM peak hour			PM peak hour		
	queue (veh)	delay (s)	RFC	queue (veh)	delay (s)	RFC
Site access – left turn	0.0	0.00	0.00	0	0.00	0.00
Site access – right turn	0.2	17.65	0.18	0.5	12.77	0.34
Corkscrew Lane - right turn	0.0	0.00	0.00	0	0.00	0.00

## **Transport Sustainability**

### **Framework Travel Plan**

No further amendments to the previously submitted FTP have been submitted as part of this re-consultation.

### **Public Transport Strategy**

As per the LHA's previous observations, the LHA will seek to secure a suitable Public Transport Strategy by way of planning condition which is agreed by the Applicant as per paragraph 42 of the TN.

### **Further comments**

As previously noted, the Applicant is advised that contributions will be sought for the provision of travel packs, bus passes and an FTP monitoring fee.

### **Interim Coalville Transport Strategy**

As advised within the previous observations, a contribution would be sought in respect of the ICTS.

## **Conditions**

1. No development shall commence on the site until such time as a construction traffic management plan, including as a minimum details of [the routing of construction traffic ], wheel cleansing facilities, vehicle parking facilities, and a timetable for their provision, has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall thereafter be carried out in accordance with the approved details and timetable.

REASON: To reduce the possibility of deleterious material (mud, stones etc.) being deposited in the highway and becoming a hazard for road users, to ensure that construction traffic does not use unsatisfactory roads and lead to on-street parking problems in the area.

2. No part of the development shall be occupied until such time as the offsite works shown on ADC Infrastructure drawing number ADC2883-DR-007 P2 have been implemented in full.

REASON: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

3. No part of the development hereby permitted shall be occupied until such time as the access arrangements shown on ADC Infrastructure drawing number ADC2883-DR-008 Rev P3 have been implemented in full. Visibility splays shall thereafter be permanently maintained with nothing within those splays higher than 0.6 metres above the level of the adjacent footway/verge/highway.

REASON: To ensure that vehicles entering and leaving the site may pass each other clear of the highway, in a slow and controlled manner, to afford adequate visibility at the access to cater for the expected volume of traffic joining the existing highway network, in the interests of general highway safety and in accordance with the National Planning Policy Framework (December 2023).

4. The new vehicular access hereby permitted shall not be used for a period of more than one month from being first brought into use unless any existing vehicular accesses on Corkscrew Lane or Ashby Road that become redundant as a result of this proposal have been closed permanently and reinstated in accordance with details first submitted to and agreed in writing by the Local Planning Authority.

REASON: In the interests of highway and pedestrian safety in accordance with the National Planning Policy Framework (December 2023).

5. A public transport strategy will be prepared and agreed in writing with the Local Planning Authority prior to first occupation of the development. The agreed public transport strategy will be implemented so that it is available for use by employees from the first day of occupation of the development and maintained in accordance with the agreed strategy.

REASON: To reduce the need to travel by single occupancy vehicle and to promote the use of sustainable modes of transport in accordance with the National Planning Policy Framework (December 2023).

## **Contributions**

To comply with Government guidance in the NPPF and commensurate with Leicestershire County Council Planning Obligations Policy, the following contributions are required:

1. In collaboration with the Local Planning Authority, the Highway Authority has an evidenced understanding of the cumulative effects of development on the highway network within the Coalville area. A significant mitigation package of network improvements known as the Coalville Transport Strategy is planned to safeguard against rates of deterioration and optimise traffic flow, whilst maintaining safety, on the A511. The comprehensive package of transport works includes walking, cycling, and bus service improvements, as well as highway link and junction improvements. The Highway Authority therefore advises a contribution to the continuation and implementation of improvements to the A511 is required.

Justification: To mitigate the impact of the development, in the general interests of highway safety and in accordance with the National Planning Policy Framework (December 2023).

2. Travel Packs; to inform new employees from first site use of the available sustainable travel choices in the surrounding area. These can be provided through Leicestershire County Council (LCC) at a cost of £52.85 per pack. If not supplied by LCC, a sample Travel Pack shall be submitted to and approved in writing by LCC, an administration fee of £500 will be required when submitting these documents for approval.

Justification: To inform new employees from first site use of the available sustainable travel choices available in the surrounding area.

3. Six month bus pass per employee (an application form to be included in Travel Packs and funded by the developer); to encourage new employees to use bus services, to establish changes in travel behaviour from first occupation and promote usage of sustainable travel modes other than the car. These can be supplied through LCC at a current average cost of £360.00 per pass.

Justification: To encourage employees to use bus services as an alternative to the private car.

4. Appointment of a Travel Plan Co-ordinator from commencement of development until 5 years after first use. The Travel Plan Co-ordinator shall be responsible for the implementation of measures, as well as monitoring and implementation of remedial measures.

Justification: To ensure effective implementation and monitoring of the required Travel Plan.

5. A Travel Plan monitoring fee of £11,337.50 for LCC's Travel Plan Monitoring System.

Justification: To enable LCC to provide support to the appointed Travel Plan Co-ordinator, audit annual Travel Plan performance reports to ensure that Travel Plan outcomes are being achieved, and to take responsibility for any necessitated planning enforcement.

6. The Applicant is required to pay a sum of £7,500.00 for the submission of a Traffic Regulation Order (TRO) consultation, in accordance with the Road Traffic Regulation Act 1984, for the proposed amendments to the speed limit and weight restriction.

JUSTIFICATION: In the interests of highway safety.

### **Informative**

Planning Permission does not give you approval to work on the public highway. To carry out off-site works associated with this planning permission, separate approval must first be obtained from Leicestershire County Council as Local Highway Authority. This will take the form of a major section 184 permit/section 278 agreement. It is strongly recommended that you make contact with Leicestershire County Council at the earliest opportunity to allow time for the process to be completed. The Local Highway Authority reserve the right to charge commuted sums in respect of ongoing maintenance where the item in question is above and beyond what is required for the safe and satisfactory functioning of the highway. For further information please refer to the Leicestershire Highway Design Guide which is available at <https://resources.leicestershire.gov.uk/lhdg>

A minimum of 6 months' notice will be required to make or amend a Traffic Regulation Order of which the applicant will bear all associated costs. Please email [road.adoptions@leics.gov.uk](mailto:road.adoptions@leics.gov.uk) to progress an application.

**Date Received**  
**29 January 2024**

**Case Officer**  


**Reviewer**  


**Date issued**  
**05 March 2024**



**Appendix 7 - National Highways response to planning application ref  
23/00427/OUTM**

From

Sent: Wed, 14 Feb 2024 16:24:39 +0000

To: DEVELOPMENT CONTROL

Subject: EXTERNAL: 23/00427/OUTM Land At Corkscrew Lane Ashby De La Zouch

FAO

Thank you for your letter of 2 February 2024 regarding a re-consultation on the above application.

In August 2023 National Highways recommended approval of the application, subject to the following condition:

#### Condition 1

Prior to the commencement of the development hereby permitted a Construction Traffic Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority for the A42 Trunk Road. The plan shall include as a minimum:

- Construction phasing;
- Construction routing plans;
- Permitted construction traffic arrival and departure times (to avoid peak hours)
- Details of wheel washing facilities

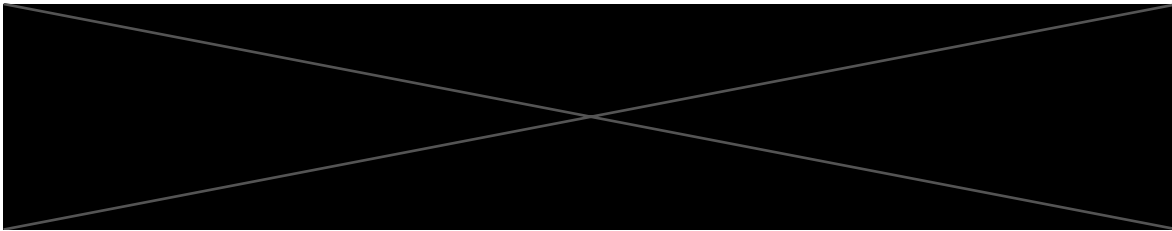
Thereafter all construction activity in respect of the development shall be undertaken

in full accordance with such approved details unless otherwise approved in writing by the Local Planning Authority in consultation with the Highways Authority.

**REASON:** To mitigate any adverse impact from the construction of the development on the A42 in accordance with DfT Circular 01/2022

Having reviewed the latest information submitted by the applicant, our position remains as stated above.

Kind regards



For information about our engagement with the planning system please visit : <https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/>

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**National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | <https://nationalhighways.co.uk> | [info@nationalhighways.co.uk](mailto:info@nationalhighways.co.uk)**

*Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1  
Walnut Tree Close, Guildford, Surrey GU1 4LZ*

Consider the environment. Please don't print this e-mail unless you really need to.

**Appendix 8 - Environmental Protection Officer response to planning application ref 23/00427/OUTM**

**NORTH WEST LEICESTERSHIRE PLANNING AUTHORITY  
REPLY FROM RESPONSIBLE AUTHORITY**

**Responsible Authority: Environmental Protection**

<b>Your Name</b>	[REDACTED]
<b>Job Title</b>	[REDACTED]
<b>Postal Address</b>	[REDACTED]
<b>Consultation Reference</b>	23/02812/EPPLAN
<b>Consultation Type</b>	Planning Consultation
<b>Email Address</b>	[REDACTED]
<b>Contact telephone number</b>	[REDACTED]
<b>Name and Address of the premises you are making a representation about</b>	Street Record Corkscrew Lane New Packington Ashby De La Zouch Leicestershire
<b>Proposal</b>	APPLICATION REFERENCE 23/00427/OUTM Location: Land At Corkscrew Lane Ashby De La Zouch Leicestershire Proposal: Development of up to 46,451 sq m GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town (outline, all matters reserved except for the principal means of vehicular access to the site)

**Environmental Observations,**

the submitted AQ impact assessment report is acceptable

Signed:



Date:

26.04.2023

**Appendix 9 - National Forest response to planning application ref  
23/00427/OUTM**

**From:**National Forest Planning

**Sent:**17 May 2023 13:24:44 +0100

**To:**DEVELOPMENT CONTROL

**Subject:**EXTERNAL: 23/00427/OUTM - Land At Corkscrew Lane Ashby De La Zouch Leicestershire

Dear 

Thank you for consulting the National Forest Company (NFC) on the above application for '*Development of up to 46,451 sq m GIA of B2 (industrial) and/or B8 (storage or distribution) units with ancillary E(g)(iii) (offices) and service buildings, along with associated parking, highway infrastructure, landscaping and potential foul drainage connection to Farm Town (outline, all matters reserved except for the principal means of vehicular access to the site)*'.

Thank you for agreeing to additional time for this response.

It is evident that the applicant has considered the site's location in the National Forest, the requirement for National Forest planting and the potential to incorporate a National Forest character into the development.

The site area amounts to 13.1hectares and therefore in accordance with policy En3 of the North West Leicestershire Local Plan and National Forest Planting Guidelines, 30% or 3.93hectares of National Forest woodland planting and landscaping should be provided.

The application advises that the National Forest planting requirement will be met by a landscape-led scheme, with planting around the boundaries of the site with larger blocks of planting to the east, west and south of the site. Additionally, in recognition that not all areas of landscaping will contribute to National Forest planting and that the entire National Forest planting requirement is unlikely to be met on site, the application proposes an off-site area of native woodland planting on land within the applicant's ownership. The applicant shows this off-site location to be on the opposite side of Corkscrew Lane to the development. The NFC are content with this approach, although at this outline stage, it is not apparent how much on-site provision will be associated with the development, and accordingly, how much off-site provision will be required. Any future reserved matters application will therefore be required to clearly demonstrate the requirement for a minimum of 3.93ha of National Forest planting.

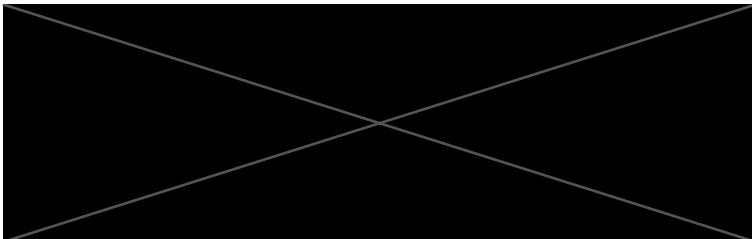


Details of the species mix, sizes and density of planting is required to be submitted at the landscaping reserved matters stage together with a landscape management plan. Additionally we would request that the reserved matters for landscaping includes a commitment to the landscape-led approach discussed in the current application for the creation of a National Forest character, potentially through a statement to show how the reserved matters complies with the DAS submitted with outline. The requirement for replacement planting in the event of failures will also need to be secured.

To conclude, the NFC are pleased that the site's location in the National Forest is considered along with the requirement for National Forest planting and creation of a National Forest character. The reserved matters application should require that a minimum of 3.93ha of National Forest planting (in accordance with the National Forest Planting Guidelines) is provided on-site with the shortfall being met off-site as a native woodland planting block. Additionally, we request that a condition requires that the landscaping reserved matter demonstrates a commitment to the landscape-led approach discussed in the outline application. Details of species mix, sizes and density and a landscape management plan will also be required to be submitted with the landscaping reserved matter application, and replacement planting will need to be secured in the event of failures.

I hope this response is useful.

Kind Regards



The National Forest Company, Bath Yard, Moira, Swadlincote, Derbyshire DE12 6BA  
Tel: 01283 551211  
Email: [planning@nationalforest.org](mailto:planning@nationalforest.org)  
Web: [nationalforest.org](http://nationalforest.org)

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Date: 15/03/24

Your ref: North West Leicestershire Neighbourhood Plan, Sarah Lee: Our Ref: SD

Contact Mr Stephen Day-Designing out Crime Officer

Email: [REDACTED]

Mobile No: [REDACTED]

Dear Sarah,

I am writing to you in my capacity as the Leicestershire Police Designing out Crime Officer (DOCO). I have been requested to comment on behalf of Leicestershire Police in relation to the proposed North West Leicestershire Local Plan as part of the proposed by Leicestershire County Council Local Plan Database.

Leicestershire Police support the creation of a North West Leicestershire Local Plan, which has a primary objective to reflect the community wide views, comments, observations, concerns, and ambitions about North West Leicestershire planning in respect to future applications and their implications.

Leicestershire Police will always attempt to reflect the aspirations of all the residents and people who work, study, and pass through the area in the way that they Police the area, and will continue to do so, taking into consideration the contents of future North West Leicestershire Local Plans. Neighbourhood Policing is a central part of Policing with resources deployed to provide visible presence and deterrent to potential offenders and contact for members of the public.

Future planning applications and any additional demand on Policing resources, will need consideration, as currently resources are deployed from areas outside North West Leicestershire. Due to changes in the Policing estate, Police responses will still be maintained through new innovation and technological advances. Neighbourhood Policing supporting the Local Plan will be maintained and continue to provide a close link to the community they serve and effective community consultation.

To maintain the current levels and to accommodate future additional demand created by population growth as the result of new dwellings, and associated infrastructure of schools, commercial, retail, and other facilities such as open space, additional Policing resourcing should be taken into consideration.

Open Space is a key issue for Policing within the planning process of new developments with particular attention to Safer Streets issues. Ongoing government funding has been focused on providing Safer Routes through Open Spaces with attention to trimming of ground level foliage to 1m and trees to have foliage trimmed to 2m from the ground to provide a 1m clear field of vision. Also lighting, signage and CCTV improvements are under consideration. Any new appropriate Open Spaces should consider these issues, to provide safe transit and use of these areas. Women and girls, as well as all vulnerable persons have been subject to crime and would be able to benefit from early consideration via the planning process.



Paragraph 96 (a) & (b) of NPPF specifically provides that: -

Planning policies and decisions should aim to achieve healthy, inclusive, and safe places and beautiful buildings which:

(a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages.

(b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of beautiful, well-designed, clear, and legible pedestrian and cycle routes, and high-quality public space, which encourage the active and continual use of public areas; and

(c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.

To ensure faster delivery of other public service infrastructure such as further education colleges, hospitals and criminal justice accommodation, local planning authorities should also work proactively and positively with promoters, delivery partners and statutory bodies to plan for required facilities and resolve key planning issues before applications are submitted.

Hence the inclusion of a police contribution to Leicestershire Police is a Priority consideration.

Policing is a 24/7 service resourced to respond and deploy on an "on demand" and "equal access" basis and is wholly dependent on a range of facilities for staff to deliver this. A primary issue for Leicestershire Police is to ensure that new large-scale developments make adequate provision for the future policing needs that it will generate.

At present North West Leicestershire has Policing facilities in Coalville. However, where additional development is proposed, Leicestershire Police may seek to deploy additional staffing and additional infrastructures to ensure quality neighbourhood community-based policing.

North West Leicestershire are requested to work with Leicestershire Police by consulting with them on large-scale applications, firstly to gain their perspective from a design front and secondly to understand whether the associated growth would produce a need for additional Policing infrastructure. If this is the case then Leicestershire Police will assess each application on an individual basis, by looking at the current level and location of available officers and then the demand associated with that development.



A request for developer contributions may then be submitted to go towards the additional infrastructure needed to maintain a sustainably high level of policing within the areas covered by North West Leicestershire District Council.

Section 17 of the Crime and Disorder Act 1998 states all relevant authorities have a duty to consider the impact of all their functions and decisions on crime and disorder. Leicestershire Police will work closely with our partners to design out these risks wherever possible.

Areas including public space, shop frontages and appropriate security such as shutters should include sympathetic design and be in keeping with local architecture, whilst still providing effective security.

Other key areas where planning can support the local businesses includes the night time economy. Effective planning including lighting and use of CCTV if required will reduce the risk of crime and disorder. In support of managing these requirements providing a 24/7 service Leicestershire Police will continue to provide to residents of North West Leicestershire.

#### S106 Agreements

S106 Applications will be applied for in support of health, education provision, open space and other public services and likewise, Leicestershire Police would look to apply for support as a result of any additional policing demand created. Any such funds would allow consideration of equipment or in support of estate to support responses to North West Leicestershire, though Leicestershire Police will consider estate on an ongoing basis. North West County Council have S106 Agreements in respect to new developments within the area in support of Policing.

Statutory funding via the Policing precept and Government would follow on after occupation of any new dwellings. Also, where new demand is placed on Policing resources due to expansion, Leicestershire Police, Leicestershire County Council and North West Leicestershire Council residents within North West Leicestershire would benefit from support of the provision of S106 and future S106 bids being considered in support of Policing provision within the area.

#### Consultations on Planning Applications

Current planning consultations referred to Leicestershire Police have provided the opportunity to comment on a number of applications. It would be beneficial if further comment was referred in respect to large developments either residential or commercial.



Also, where there is an increased risk of public safety via open space and large footfall as well as areas relating to changes to the night economy would be appreciated (Section 17 of Crime & Disorder Act 1998). Traveller provision is another area where Policing considerations are recommended wherever possible for comment and consideration.

Should you require any further information please do not hesitate to contact me.  
Kind regards



Mr Stephen Day  
Designing out Crime Officer

# North West Leicestershire Local Plan Representations.

## Draft Local Plan Regulation 18 Consultation

On behalf of Taylor Wimpey UK Limited

Date: 11.03.2024 | Pegasus Ref: P23-2734

Local Authority SHLAA Ref: Cn6

Author: Harry Clayton

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## Document Management.

Version	Date	Author	Checked/ Approved by:	Reason for revision
ROO1v1	24.01.2024	HC	CC	
ROO1v2	05.03.2024	HC	CC	Client Feedback





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# 1. Introduction

- 1.1. These representations are submitted by Pegasus Group on behalf of Taylor Wimpey UK Ltd on the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan: Policies, Proposed Housing and Employment Allocations, and Limits to Development.
- 1.2. These representations relate to our client's interests at Land off Worthington Lane, Newbold Coleorton. A Site Location Plan is shown in Appendix A. The site is capable of delivering up to 124 homes within the plan period.
- 1.3. Taylor Wimpey have previously engaged with the Council as part of the Local Plan process submitting this site, Land off Worthington Lane, to the Strategic Housing and Economic Land Availability Assessment (SHELAA) Call for Sites in 2021. The site has been given the reference 'Cn6: Land off Worthington Lane, Newbold Coleorton'.
- 1.4. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

## Part A – Personal Details

	Respondent Details	Agent Contact Details
Title	Mr	Mr
First Name	Tom	Harry
Last Name	Mullin	Clayton
Job Title	[REDACTED]	[REDACTED]
Organisation	[REDACTED]	[REDACTED]
Address		[REDACTED]
Postcode		[REDACTED]
Telephone Number		[REDACTED]
Email		[REDACTED]

## Declaration



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

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

Signed:

[Redacted signature]

Date: 11/03/24

## 2. Proposed Policies Chapter 4 – Strategy

### Strategic Context

- 2.1. The Draft Local Plan strategy identifies a number of objectives the Council are seeking to achieve before identifying the amount of new housing and employment development that they need to make provision for up to 2040.
- 2.2. The strategy is informed by the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market to address the challenges and opportunities in the area up to 2050.

### Draft Policy S1 – Future Housing and Economic Development Needs

- 2.3. Draft Policy S1 sets out the housing and employment requirements within the District. It proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020–2040. This includes the total Local Housing Need for the District identified through the standard method and the unmet need of Leicester as agreed in the Statement of Common Ground which was signed by the Council in September 2022.
- 2.4. The proposed approach is supported. This is a positive response to the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground. It provides a robust basis for the proposed housing requirement, which is positively prepared, effective and consistent with national policy (para 35, NPPF).

### Draft Policy S2 – Settlement Hierarchy

- 2.5. Draft Policy S2 identifies Newbold Coleorton as a Local Housing Needs Village. Outlined as a settlement with very limited services and where development will be restricted to that which meets a local need in accordance with Policy S3.
- 2.6. As referenced in the [Settlement Hierarchy Survey 2021](#) the settlements were assessed by their population size. This survey indicates that Newbold Coleorton is the largest of all the settlements designated as a 'Local Housing Needs Village' and benefits from a Primary School. It is therefore suggested that Newbold Coleorton should be re-categorised as a Sustainable Settlement based on the evidence presented. Newbold Coleorton also has an industrial area to the north-west of the village and a pub/restaurant named 'The Cross Keys Inn' within the centre of the village.
- 2.7. A comparative settlement assessment is set out in Table 4.1 within the Settlement Hierarchy Survey, with settlements across the District scored in relation to their services and facilities and core services (Convenience shop, School, and access to employment). This outlines that to be considered a sustainable settlement it needs to have the following:
  - Has each of the 3 Core Services of a convenience shop, school, and access to employment as identified in the DfT survey in Table 3.2, as on a daily basis these services are available without the need to travel beyond the settlement; OR



- Has 2 out of the 3 Core Services of a convenience shop, school, or access to employment AND either an hourly bus service to a higher order settlement (a score of 3 in table 4.1) OR has at least 5 out of the 9 community services and facilities (again from Table 4.1).

- 2.8. The scoring system is based on a quantifiable approach, however, does not consider the individual merits of the services offered by the settlements.
- 2.9. The scoring system includes a primary school under services and facilities as well as libraries, post offices, pubs and community venues. We believe that access to a primary school is a significant benefit to the village and should be awarded greater weight when considering its sustainability credentials. The Newbold Church of England Primary School is a key asset to Newbold Coleorton.
- 2.10. Albert Village, which is identified as a Sustainable Village, is a linear settlement that has minimal services and facilities (2) but benefits from its high number of bus services along the linear route through its village and therefore scores highly within the system used. In comparison, Newbold Coleorton, has a higher number of services and facilities and a greater population, including the primary school and therefore should be considered as a Sustainable Village.
- 2.11. Newbold Coleorton also benefits from the large industrial and employment area to the north-east of the village.
- 2.12. In relation to our client's site located off Worthington Lane, this employment is within a short walking distance of 300m and the school is located within 500 metres. This is a key benefit of the proposal. In addition to this, bus service stops are located to the north and south of the proposed site, with the closest being within 200 metres.
- 2.13. From considering the quality of services on their individual merit, rather than a quantitative measure, it is argued this village should be considered as a sustainable village and therefore included within the Sustainable Village rung of the settlement hierarchy under Policy S2.

### **Draft Policy S3 – Local Housing Needs Villages**

- 2.14. Draft Policy S3 outlines that new dwellings at Local Housing Needs Villages will only be supported when each dwelling is (a) related to the Local Housing Needs Village and (b) intended for occupation by at least one person with a local connection to the village.
- 2.15. It is suggested above that due to the merits of the quality of assets that Newbold Coleorton possess this settlement should not be identified as a Local Housing Needs Villages. Notwithstanding this, it is suggested that Draft Policy S3 is made more flexible to allow for small scale extensions to Local Housing Needs Villages.
- 2.16. The consultation document sets out that Local Housing Needs Villages are proposed not to have 'Limits to Development'. It is proposed that there will be very limited circumstances where new development will be acceptable and that any new housing will need to be well-related to the existing settlement.
- 2.17. In light of the issues encountered in identifying sufficient sites in Coalville Urban Area and the importance of flexibility in relation to housing supply, it is suggested that Draft Policy S3 is



not drafted in such a restrictive manner. This will allow for small scale sites to come forward to overcome any issues with sites higher up the settlement hierarchy failing to come forward due to unforeseen circumstances. As outlined in the 2021 SHELAA, the Land off Worthington Lane is owned by the promoter and is considered available to come forward to deliver approximately 124 dwellings (30dph) and could help boost the housing supply in the Borough in the early years of the plan.



### 3. Proposed Policies Chapter 6 – Housing

- 3.1. The consultation document sets out the proposed housing allocations and policies on the mix of housing, the standard of housing, affordable housing, rural exception sites, and addressing the housing need of the district.

#### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 3.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
- 3.3. This policy is supported in principle as it includes provision to meet both Local Housing Needs and the apportioned unmet need from Leicester. The inclusion of a 10% buffer is also supported and essential for ensuring deliver of the housing needed in the plan period.

#### **Draft Policy H6 – Rural Exception**

- 3.4. Draft Policy H6 – Rural Exception Sites allows for the provision of affordable housing outside the Limits to Development as an exception when the following requirements are met:
- a. the housing is demonstrated to meet an identified local need for affordable housing; and
  - b. the development is well-related to and respects the character and scale of the settlement and its landscape setting; and
  - c. the occupants will have reasonable access to community services and facilities, where appropriate.
- 3.5. Draft Policy H6 is supported. It is important that there is an opportunity to deliver affordable housing in rural areas, including in Newbold Coleorton. The inclusion of provision for an element of market housing is also supported as a means of subsidising such schemes.
- 3.6. It is suggested that the Council consider the opportunity to allocate rural exception sites through the Local Plan to provide greater certainty and aid delivery of rural exception sites. Our client's site at Land off Worthington Lane is a suitable site for a rural exception site adjacent to Newbold Coleorton. This site could provide much needed affordable housing for young families and key workers, supporting a mixed community and the continued provision of services and facilities within Newbold Coleorton, such as the primary school.
- 3.7. Taylor Wimpey would like to see this site come forward as an allocation within the Local Plan for either market housing or as an allocated rural exception site. Our clients would welcome the opportunity to discuss allocating the site as a rural exception site to assist with meeting the policy aims whilst also securing more certain housing land supply.
- 3.8. The National Planning Policy Framework (the framework) sets out the following advise on rural housing:

*"82. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs, including proposals for community-led development for housing. Local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable*



*housing to meet identified local needs, and consider whether allowing some market housing on these sites would help to facilitate this.*

*83. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”*

- 3.9. The draft policy meets the requirements of the NPPF and is supported on that basis, but the opportunity to allocate such sites for the benefit of a village like Newbold Coleorton should also be considered, where there is a locally identified affordable housing need and a suitable site.

## **Draft Policy H7 – Self-build and Custom Housebuilding**

- 3.10. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.
- 3.11. Since the launch base period of the Council’s Self-Build Register in 2016, the latest available data within the Self-Build and Custom Housebuilding Topic Paper (February 2024) notes that up to 30/10/2023 (the end of the latest base period), the Council should have granted permission for 58 homes as of the end of the latest base period. However, only 37 self and custom build homes had been granted permission. Therefore, based on the latest available figures there is a shortfall of 21 homes. The demand going forward is anticipated to be for 68 plots a year dropping to 24 plots per year after October 2026. A total of 415 over the plan period. Any proposed policy should assist in providing the opportunity to deliver these plots to assist in meeting the demand which the Council has a statutory duty to provide.
- 3.12. This approach to requiring a percentage of larger sites is also unlikely to meet the aspirations of those on the self-build register. This is because the majority of self-builders are interested in small scale sites within rural areas rather than urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.
- 3.13. Draft Policy H7 also makes provision for self and custom build housing in the countryside on sites adjacent to the Limits to Development and this is welcomed. Draft Policy H7 (Part 3(a)) outlines that proposals need to demonstrate demand for self-build by the most up to date Self and Custom Build Register. It is considered appropriate to make these policy provisions for smaller sites, exclusively for custom and self-build, to be delivered within or on the edge of individual settlements where appropriate. This will assist in meeting the demand which is unlikely to be for properties on larger residential schemes.
- 3.14. Without prejudice to the earlier comments, our client would support the inclusion of Land off Worthington Lane, adjacent to Newbold Coleorton to assist in meeting the current and future demand for self and custom build housing delivery within the Local Plan over the plan period. Our client would welcome further discussions with the Council.
- 3.15. This approach of identifying a site to comprehensively meet demand is supported by the appeal decision (APP/G2435/W/18/3214451) on Land off Hepworth Road, Woodville within the





District for development of 30 plots with a new access and supporting infrastructure. In summary, the approved site provided an opportunity to supply self and custom-build plots with the economic, social and environmental benefits significantly and demonstrably outweighing the confliction with the development plan in that case as the site was outside of Limits to Development.

## 4. Proposed Housing and Employment Allocations

### Draft Policy H3 – Housing Provision – New Allocations

- 4.1. Draft Policy H3 set out in the [Proposed Housing and Employment Allocations Document](#) outlines the proposed housing allocations to meet the additional need shown in table 2 below.

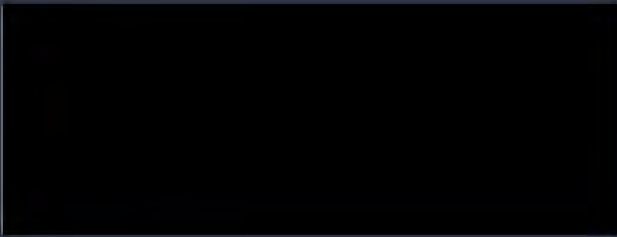
		No. of dwellings
A	Annual requirement	686
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining at 1 April 2023 (B - C)	11,324
E	Flexibility allowance @ 10% of D	1,132
<b>F</b>	<b>TOTAL REQUIREMENT (D +E)</b>	<b>12,456</b>
G	Projected completions 2023-31	4,698
H	Projected completions 2031-40	1,388
I	Projected additional completions due to HS2	677
J	Total projected completions 2022-40 (G+H+I)	6,763
	<b>REMAINING PROVISION REQUIRED (F - J)</b>	<b>5,693</b>

- 4.2. This outlines that the Council have a remaining need for around 5,693 dwellings and the consultation document proposes sites to meet this need.
- 4.3. However, there is an unidentified shortfall in housing land identified in the consultation document which needs to be addressed.
- 4.4. Therefore, there is an opportunity to review the sustainability of Newbold Coleorton and include our client's site at Land off Worthington Lane, Newbold (Cn6) as an additional allocation. The site is located close to existing employment and benefits from access to a Primary School and will further support the Council in meeting their housing requirement figure. The site readily available and achievable within the plan period.



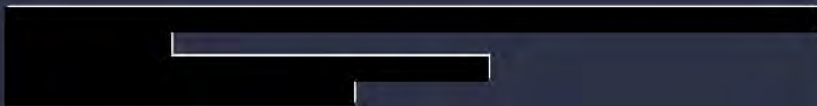
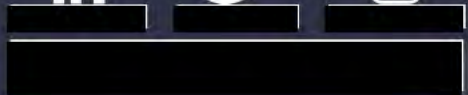
## Appendix A: Site Location Plan

Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004



# Expertly Done.

DESIGN | ECONOMICS | ENVIRONMENT | HERITAGE | LAND & PROPERTY | PLANNING | TRANSPORT & INFRASTRUCTURE



**These are the notes referred to on the following official copy**

The electronic official copy of the title plan follows this message.

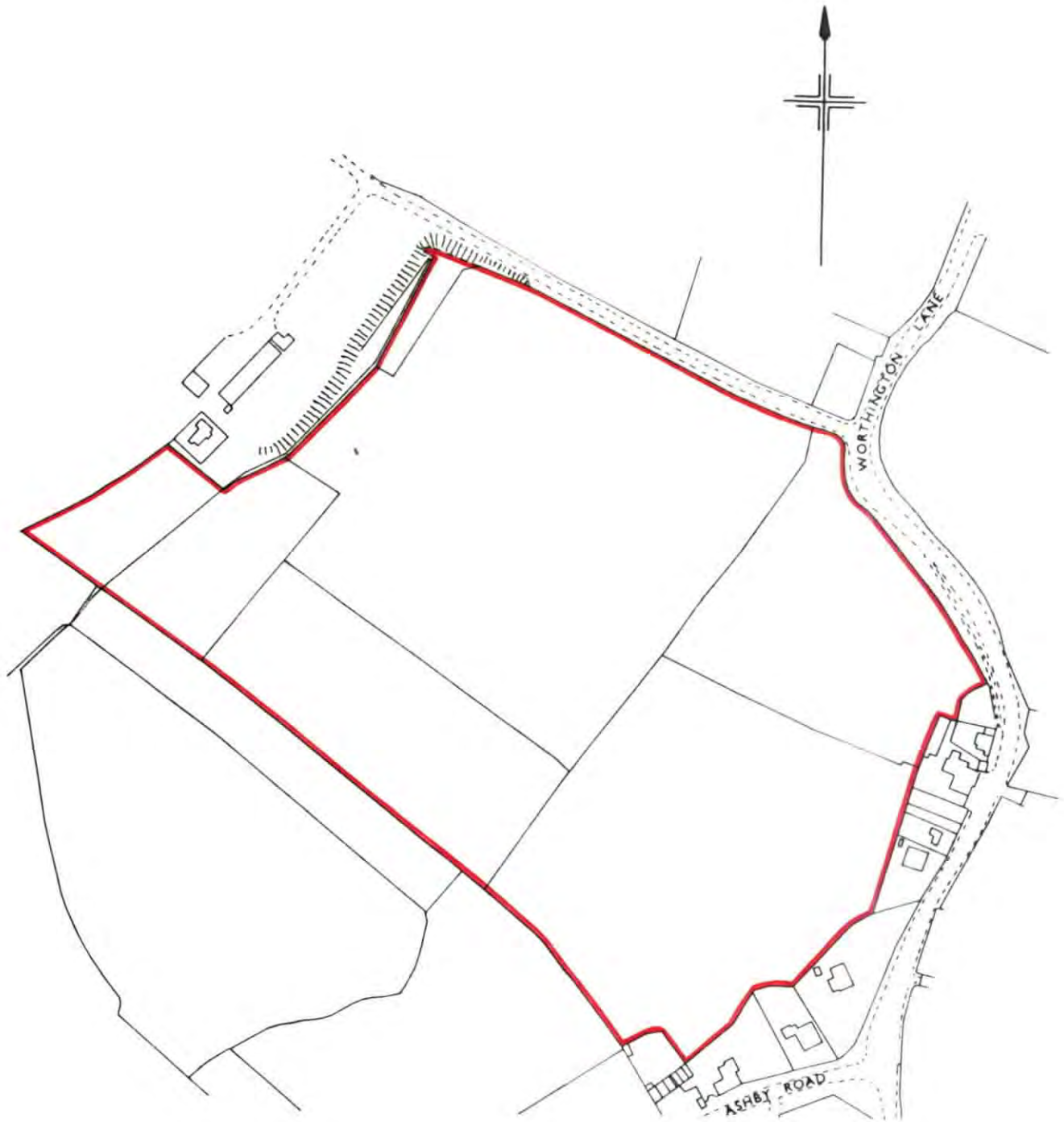
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This official copy was delivered electronically and when printed will not be to scale. You can obtain a paper official copy by ordering one from HM Land Registry.

This official copy is issued on 17 August 2017 shows the state of this title plan on 17 August 2017 at 16:11:55. It is admissible in evidence to the same extent as the original (s.67 Land Registration Act 2002). This title plan shows the general position, not the exact line, of the boundaries. It may be subject to distortions in scale. Measurements scaled from this plan may not match measurements between the same points on the ground. This title is dealt with by the HM Land Registry, Leicester Office .

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H.M. LAND REGISTRY			TITLE NUMBER	
			LT 118171	
ORDNANCE SURVEY PLAN REFERENCE	SK 3919	SK 4019	SECTION	Scale 1/2500
COUNTY	LEICESTERSHIRE	DISTRICT	NORTH WEST LEICESTERSHIRE	© Crown copyright 19





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Last Name	Jones	McGrath
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Organisation (where relevant)	[REDACTED]	[REDACTED]
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Use this box to set out your response.

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

**Proposed Limits to Development Document (January 2024)**

**Page 60 – Moira West**

Metacre consider the proposed changes to the settlement boundaries within Moira (West) should be amended to incorporate land between Furnace Lane, Shortheath Road and the Ashby Canal. This would include Site Mo10 (Land Adjacent to Fire Station Shortheath Road) which has already been assessed in various Local Plan Evidence Base Documents. This would provide a logical extension to (LtD/Mo/01 and LtD/Mo/02).

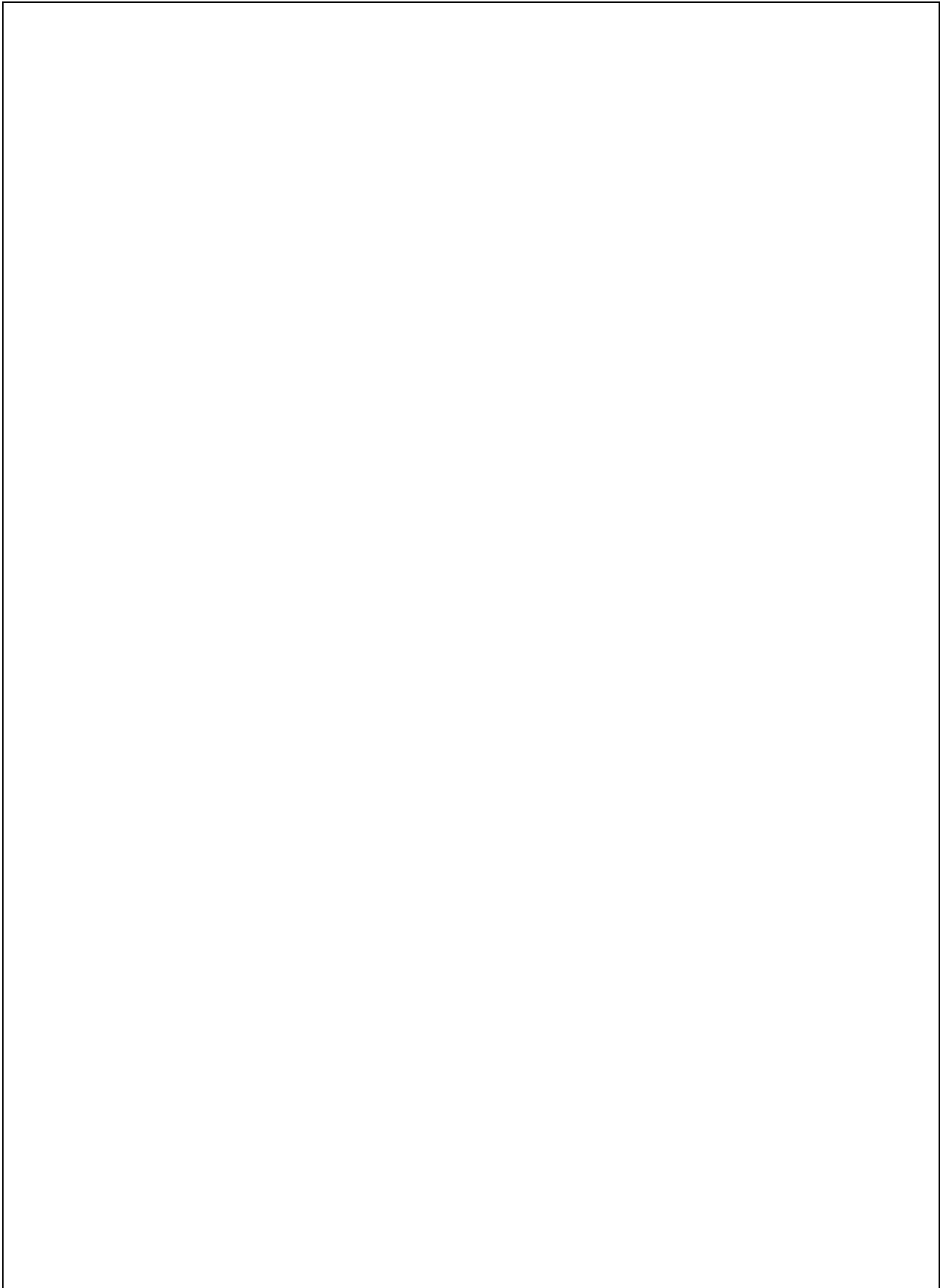
The site is within a short walking distance of a shop (Co-op), employment and both informal and formal recreation. Other services and facilities are available in Ashby de la Zouch, including secondary education and a greater range of shops.

The Council’s SHLAA notes the Site is outside the Limits to Development, however, the site is potentially suitable if issues relating to heritage impact, the River Mease and minerals/geo environmental factors could be satisfiability addressed. The potential impact of development on the landscape/ townscape is acknowledged and this is a key consideration, the landowner can mitigate against this impact through an appropriate landscaped buffer and the careful design and layout of development.

The Site is developable and deliverable for mixed use opportunities and is put forward by an experienced land promoter who has a proven track record delivering residential, commercial, and industrial developments. The landowner has also been



approached by numerous developers, which confirms there is market demand in this location. The Site can be delivered in 1-3 years. Several technical investigations have been commissioned to evidence the Sites deliverability credentials along with a Vision Document for the Site – all of which will be provided to the Council. The attached parameters plan provides indicative details concerning the site access, greenspace, and the potential developable area.

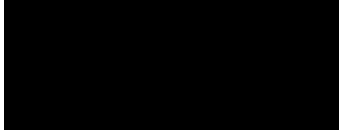


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Date: 15/03/2024

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First Name	David	Joanne
Last Name	Jones	McGrath
Job Title (where relevant)	Senior Strategic Land Manager	Strategic Planning Director
Organisation (where relevant)	[REDACTED]	[REDACTED]
House/Property Number or Name		[REDACTED]
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**Proposed Local Plan Policies Document (January 2024)**

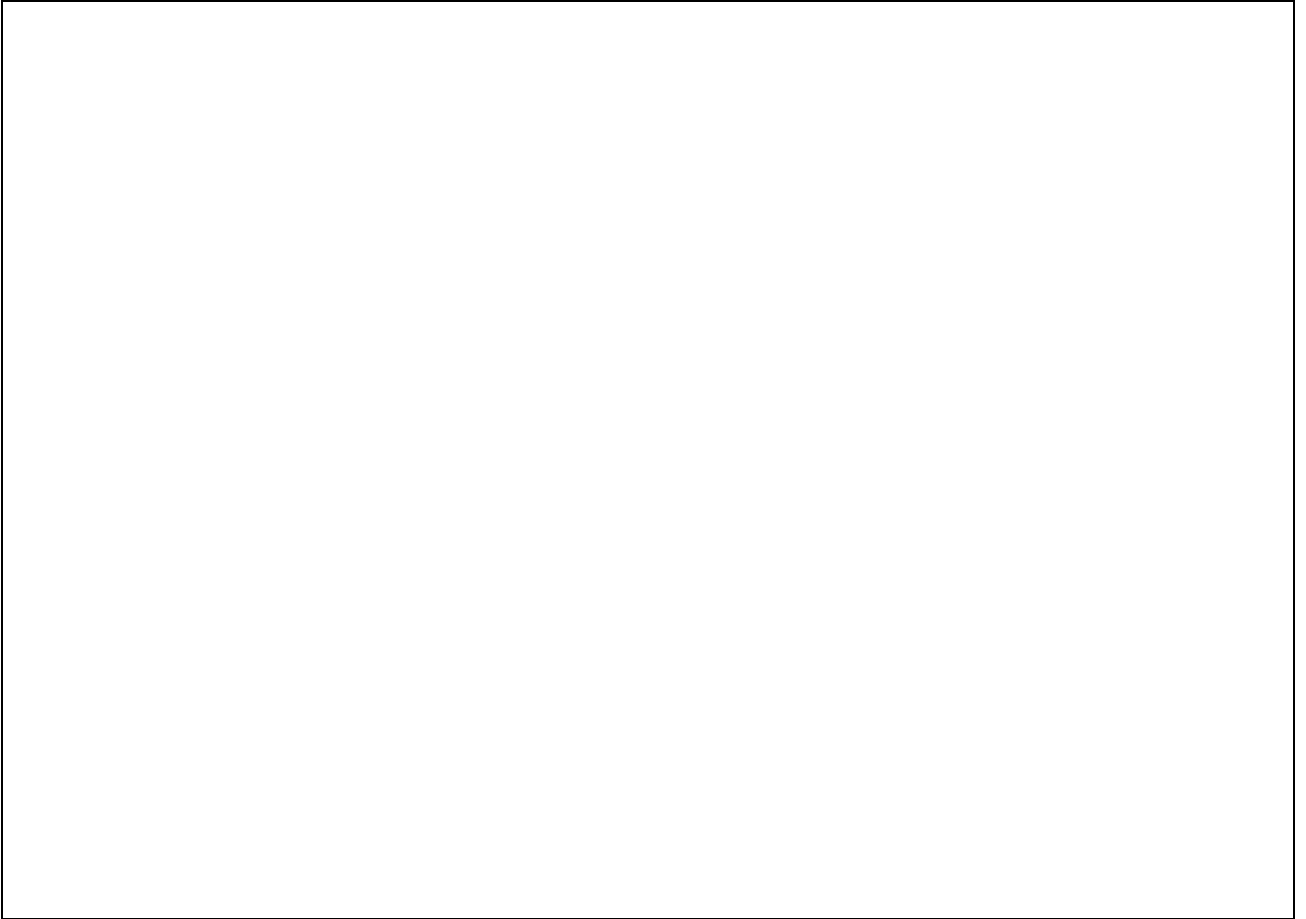
**Paragraph 4.4 – Plan Objectives**

We broadly agree with the Local Plan objectives but would expand point 2 to include the delivery of new homes must also meet local needs with sufficient choice in a variety of locations and settlements.

New homes must be spatially distributed so that people have the opportunity to live locally and remain in their local communities if they wish. It is important that existing social networks and family connections can be maintained. This can only be achieved if sufficient sites are allocated across the authority area and not only concentrated in larger settlements. It is accepted that new homes need to be built in sustainable locations, and it is therefore proposed that a more significant proportion of new housing allocations are provided in Sustainable Villages.

**Paragraph 4.17- Draft Policy S1- Future Development Needs (Strategic Policy)**

The housing requirement for North West Leicestershire is 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040 and it is acknowledged this is agreed within the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022). The Housing requirement should be minimum figure when implementing the delivery of the Local Plan.



### **Draft Policy H5- Affordable Housing (Strategic Policy)**

Point 1- The policy would benefit from a site size threshold where affordable housing would be required. The policy as currently drafted could cause ambiguity " *Affordable housing will be provided on site as part of major residential (Use Class C3) and mixed-use developments as follows"*

### **Draft Policy Ec4 – Employment uses on unidentified Sites**

Point 3 of the policy is supported which seeks to provide " *the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met.....*

Metacre continue to promote land at Shoreheath Road which would be capable of mixed-use development on the edge of Moira and maintain this site could be incorporated within the Limits of Development. However, point 3 of the draft policy would allow the option for employment land such as Shoreheath Road within a Sustainable Village, to bring forward local employment opportunities and continued sustainable growth of this sustainable village. This in turn supports local services, provides jobs and opportunities for local people, in conjunction with the provision of new dwellings.

It should be recognised that smaller businesses are often locally owned, and that provision of employment land in larger strategic locations will not always serve this important sector of the market. This is especially relevant for start-up space and small workshop schemes. Employing local people in local businesses is an integral part of community life, especially in sustainable villages. A key aim of sustainable development is to reduce travelling and emissions by providing new employment opportunities close to new and existing housing, allowing the sustainable growth of both.

### **Draft Policy Ec6- Start- up Workspace**

We support the broad policy approach which allows for start-up employment sites to be allocated. The policy would benefit from greater detail on the broad location of such uses as in lower tier settlements, but also permitted on exception sites in suitable locations on the periphery of sustainable settlements.

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### **Proposed Housing Allocations Document (January 2024)**

#### **Land off Ashby Road, Moira (Mo8), Page 56, paragraph 4.90- 4.93**

Metacre welcome and support the allocation of this Site for housing within Moira but consider it could be expanded to the north.

The site is located to the north of Ashby Road, Moira. There are existing residential properties on Ashby Road located to the east and west of the site. There is further residential development to the west of the site at Sweethill and Yates Close. It is within a highly sustainable location with access to local services and facilities.

The policy criteria details the allocation is capable of delivering around 49 homes. Whilst a previous outline planning application for 49 dwellings (Reference 14/00363/OUTM) was submitted to the Council, the application was disposed of in June 2022 due to the lack of progress. The stated capacity for the allocation conflicts with the following evidence base documents which assess a larger site boundary which is capable of development:

1. Strategic Housing Land Availability Assessment SHLAA (2021) details a potential site capacity of 93 dwellings
2. Moira Housing Sites (Page 1 & 2) details a potential site capacity of 93 dwellings

3. Moira Site Assessment pages 4 & 5 also details a potential Site Capacity of 93 dwellings

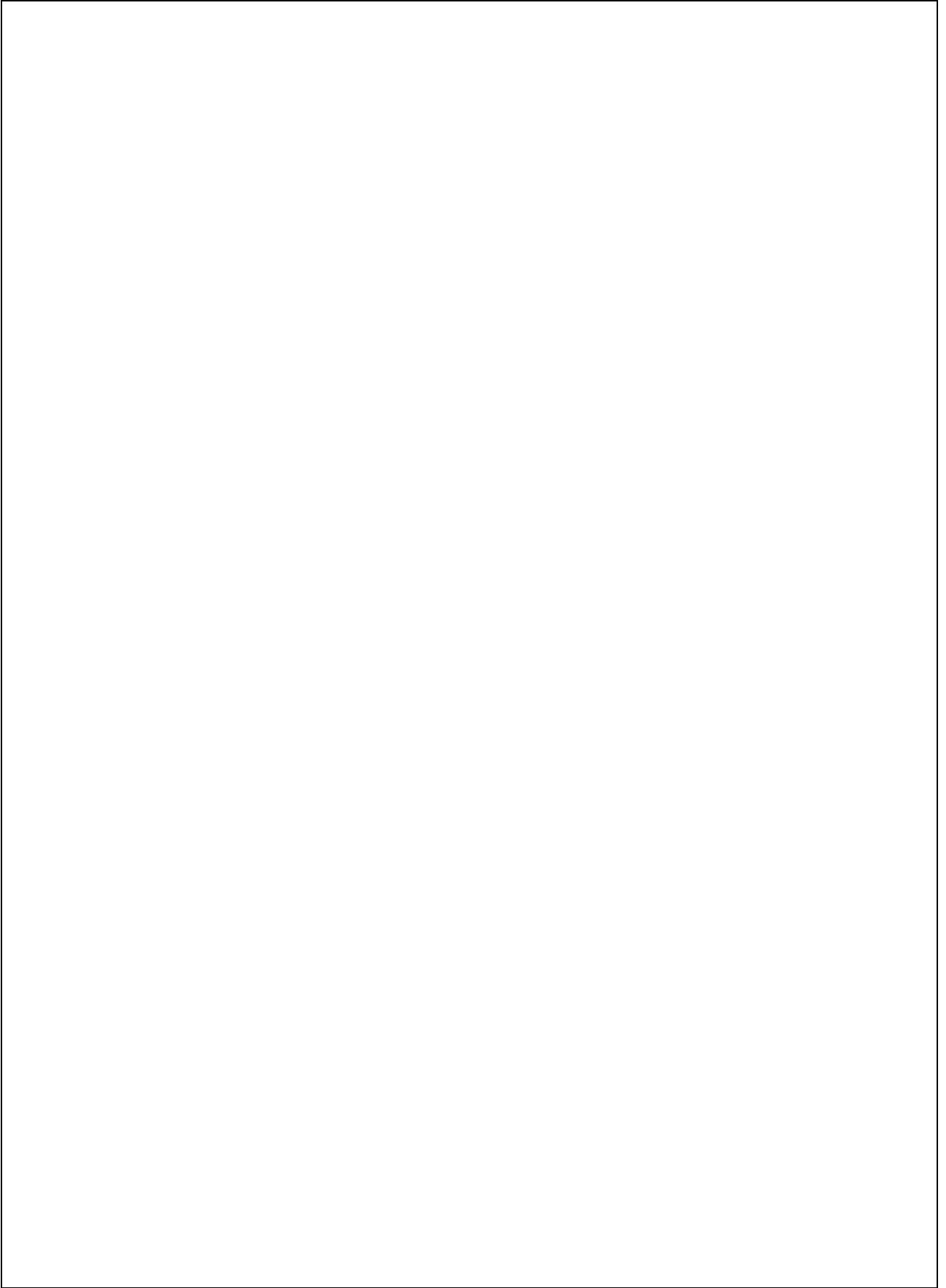
At this stage we would strongly support the allocation of this site, but would propose the site is allocated for 80 dwellings, therefore making best use of the site, with biodiversity requirements being capable of being accommodated immediately to the north on land within the same ownership.

The Site is developable and deliverable and is being promoted by a Land Promoter with extensive experience of delivering residential, commercial, and industrial developments. The landowner has been approached by a number of housebuilders who are seeking to purchase the Site. The Site can be delivered in the shorter term 1-3 years. Several technical based investigations have been commissioned to evidence the Sites deliverability credentials along with a Vision Document for the Site. These documents will be provided to the Council shortly to demonstrate the suitability of the Site and to support an outline planning application. The Site Owner and Promoter are committed to preparing and submitting a planning application for this Site at the appropriate time.

In addition, the land to the north of the allocation is also in the control of the same landowner which provides the opportunity for open space and Biodiversity Net Gain.

**Proposed Limits to Development Document (January 2024)**

Metacre support the proposed changes to the settlement boundary (LtD/Mo/05). The site is partly within, but mostly adjoining the Limits to Development. Metacre would like to re iterate the development limit could be further extended to the north of the site to reflect the site area assessed in various Local Plan Evidence Base Documents.



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	Personal Details	Agent's Details (if applicable)
Title		Miss
First Name		Elanor
Last Name		Wright
Job Title (where relevant)		██████████
Organisation (where relevant)	████████████████████ ██████████████████	██████████
House/Property Number or Name		██████████
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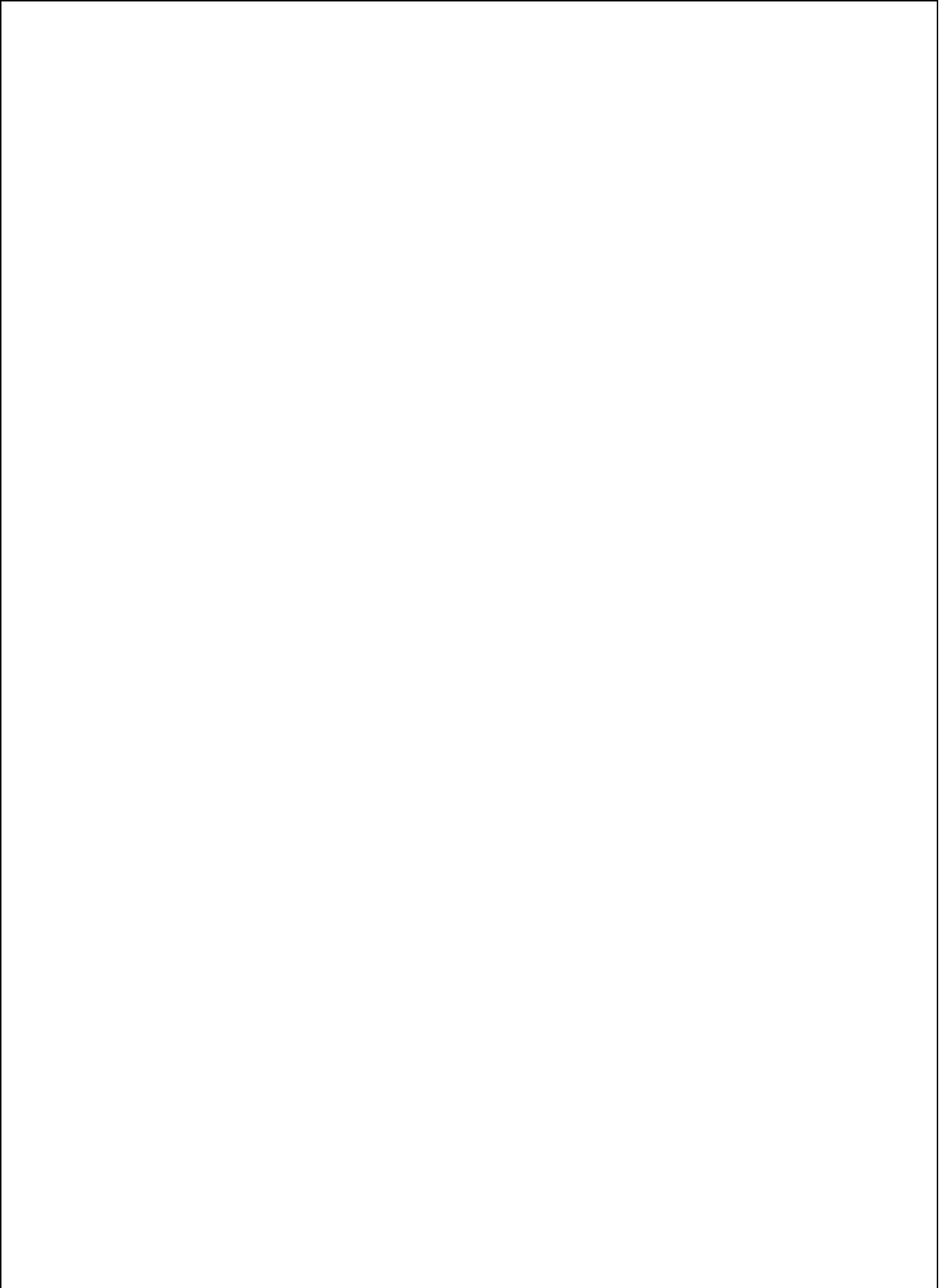
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Please see attached Representation Statement and associated appendices.

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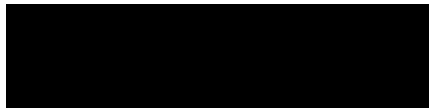


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Signe



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# **North West Leicestershire Draft Local Plan Consultation**

**Representation on behalf of the Curzon Coaker Trust and CHC  
Coaker Children's Settlement**

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**March 2024**

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## **CONTENTS**

### **1. Introduction**

### **2. Response to Consultation**

#### **2.1 The Local Plan – Draft Policies and Objectives**

#### **2.2 Draft Allocation EMP73 – Land North of the A6 Derby Road and Land North of the A453 Remembrance Way, Kegworth**

### **3. Summary and Conclusions**

### **Appendices**

<b>Appendix 1</b>	<b>BWB Technical Note</b>
<b>Appendix 2</b>	<b>Environment Agency Letter</b>

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## **1.0 INTRODUCTION**

- 1.1 These representations are made by Oxalis Planning Limited behalf of the Curzon Coaker Trust and CHC Coaker Children's Settlement.
- 1.2 We are promoting land on the north-western edge of Kegworth which is identified in the emerging Draft Local Plan as a draft employment allocation. We have previously submitted representations to the Council's consultations and responses to the 'call for sites' process.
- 1.3 These representations provide our response to North West Leicestershire District Council's Draft Local Plan Consultation.

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## **2.0 RESPONSE TO CONSULTATION**

### **2.1 Draft Local Plan Objectives**

2.1.1 We agree with the draft objectives. We welcome the emphasis on sustainability which runs through the objectives and which recognises that sustainable development is not simply about design innovation, but also includes delivering development in the right locations.

2.1.2 In this regard, the proposed allocation of EMP73, at Kegworth, responds positively to the identified objectives.

### **2.2 Draft Allocation EMP73 – Land North of the A6 Derby Road and Land North of the A453 Remembrance Way, Kegworth**

2.2.1 We support the Council's inclusion of draft employment allocation EMP73, formed from two parcels of land to the north and south of the A453, Remembrance Way.

2.2.2 In order for site allocations to be successful and sustainable, they need to be in the right locations. Kegworth is identified in the Settlement Hierarchy as a 'Local Service Centre' which can accommodate and support growth. In this broad sense, Kegworth is the right place for employment space, at an appropriate scale, to be proposed.

2.2.3 On the edge of Kegworth and adjacent to the A453 and M1, draft allocation EMP73 is an ideal location, which would deliver employment space close to existing communities, whilst also delivering on the strategic locational requirements of the market.

2.2.4 Strategic connections to the wider area are of paramount importance to many occupiers. As such, employment sites with direct links to the strategic road network (the M1, A50, A42 and A453) will be most attractive to market and draft allocation EMP73 delivers on this strategic requirement.

2.2.5 As noted in the allocation wording, access to both parts of the allocation will be taken from a safe and suitable point on the A6, with the northern parcel accessed from a new link under the A453. The scheme will be delivered in line with national requirements, which includes any necessary mitigation package and off-site highway improvements, which will be determined at the planning application stage.

2.2.6 Specifically with regard to the part of the allocation on land north of Remembrance Way, the supporting text for the policy states that the land *"is identified on the current flood risk maps as being within Flood Zone 3 and the site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to establish the actual level of flood risk."*

2.2.7 Further modelling work which we have undertaken to assess the flood risk for the site demonstrates that the current Flood Zones identified for the northern parcel are fundamentally wrong. The majority of the site is elevated 1-3 metres above the 1 in 1000-year flood levels and therefore should be reclassified as Flood Zone 1. A Technical Note is appended to this

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representation statement which sets out the work and position (see Appendix 1). It clearly shows that the flood risk picture for this area is more nuanced than that indicated through the publicly available Environment Agency Flood Map.

2.2.8 In this regard, the Environment Agency has confirmed that they are reviewing the Flood Map, which will be updated in due course to reflect more accurately the flood risk situation for this area. Please find correspondence confirming this at Appendix 2 of this Statement. We are confident that this update will demonstrate that the land proposed in draft allocation EMP73 is not at significant flood risk, in line with our technical work.

2.2.9 Overall, allocation EMP73 is a sensible, logical and appropriate inclusion for employment space.



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### **3.0 SUMMARY AND CONCLUSIONS**

- 3.1 These representations are made by Oxalis Planning Limited on behalf of the Curzon Coaker Trust and CHC Coaker Children's Settlement.
- 3.2 They relate to land on the north-western edge of Kegworth, which has been identified in the emerging Draft Local Plan allocations as an employment allocation (EMP73).
- 3.3 We support draft allocation EMP73 which is a sensible and logical allocation for employment development. It has the capacity to deliver employment land close to existing communities whilst meeting the market's locational requirements with regard to proximity to the strategic road network.
- 3.4 The draft allocation rightly identifies the need for a safe and suitable access to both parcels of land, which will be delivered as part of any development scheme.
- 3.5 The draft allocation also references flood risk for the northern land parcel. We have undertaken work which demonstrates that the current Flood Zone identification is incorrect, highlighting that the current Environment Agency Flood Maps do not reflect the actual context. This is supported by the appended Technical Note which demonstrates that the land proposed for allocation is not at significant flood risk. We understand that the Environment Agency is reviewing the mapping to ensure better accuracy for this location.
- 3.6 Overall, we strongly support the inclusion of employment allocation EMP73 in the Draft Local Plan.

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## **Appendix 1**

### **BWB Technical Note**

Job No. 232421	Document No. LNK-BWB-ZZ-XX-RP-YE-0002	Rev. P01	Page Page 1
Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
Title Flood Zone Challenge			Authorised by Keith Alger

#### Introduction:

This note has been prepared to summarise a review of the Environment Agency (EA) Flood Maps for Planning (FMfP) within the vicinity of three sites that are being promoted for development in northwest Leicestershire (NGR: SK477279).

The three sites are located to the east of the M1 within the vicinity of junction 24. Currently the FMfP identifies that the two most southern sites fall within Flood Zone 1, and that the northern site is entirely encompassed by Flood Zone 2 and 3.

A review of EA river models and topographical data has been undertaken and this has identified that the Flood Zone extents in this northern parcel are significantly overestimated. This note presents evidence for more refined and accurate Flood Zones in the northern site.

#### Data Review:

The FMfP outlines that cover the northern site (see Figure 1) have the appearance of a manually drawn polygon. Their outline is not reflective of hydraulic model output, it does not follow the local topography, and Flood Zone 2 and 3 share the same outline – which is unrealistic.

There are areas of the country where the FMfP has been informed by observed flood outlines, which gives the outlines a manually drawn appearance. However, in this instance the recorded flood outlines published by the EA do not identify any observed historical river flooding within the vicinity of the site (see Figure 2).

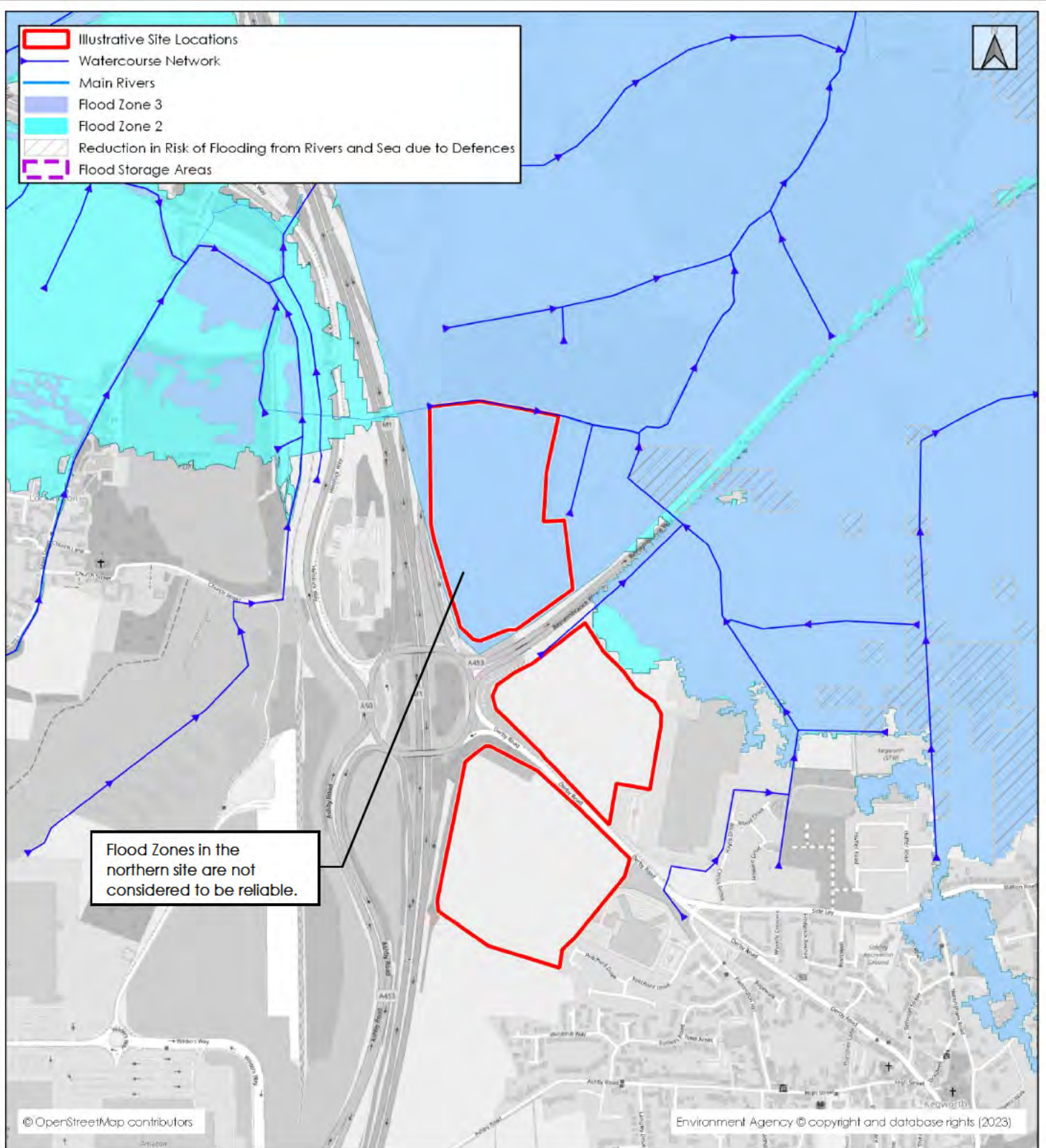
The dominant sources of fluvial flood risk in the local area are the River Trent (located 2.5km to the north) and the River Soar (located 1.3km to the east). Hydraulically modelled floodplain outlines have been obtained from the EA (see Figure 3). These identify that it is only the boundary of the northern site that potentially falls within the 1.0% and 0.1% annual probability floodplains (equivalent to Flood Zone 3 and Flood Zone 2 respectively). The remainder of the site is shown to be at low risk (equivalent to Flood Zone 1).

The Lockington Brook is a much smaller watercourse than the Trent and Soar, but it flows in closer proximity to the site (500m to the north). Hydraulically modelled floodplain outlines for this watercourse were obtained from the EA, which confirm that this also does not pose a flood risk to the site (see Figure 4).

There are a number of smaller watercourses present in the local area which are not explicitly modelled by the EA. The Risk of Flooding from Surface Water (RoFSW) dataset can be used as a high-level proxy for the potential floodplain associated with these minor channels. A review of the data (see Figure 5) identifies that the sites are generally at very low risk from surface water sources; only isolated areas of ponding water within localised depressions are predicted. No significant flood route or floodplain are shown.

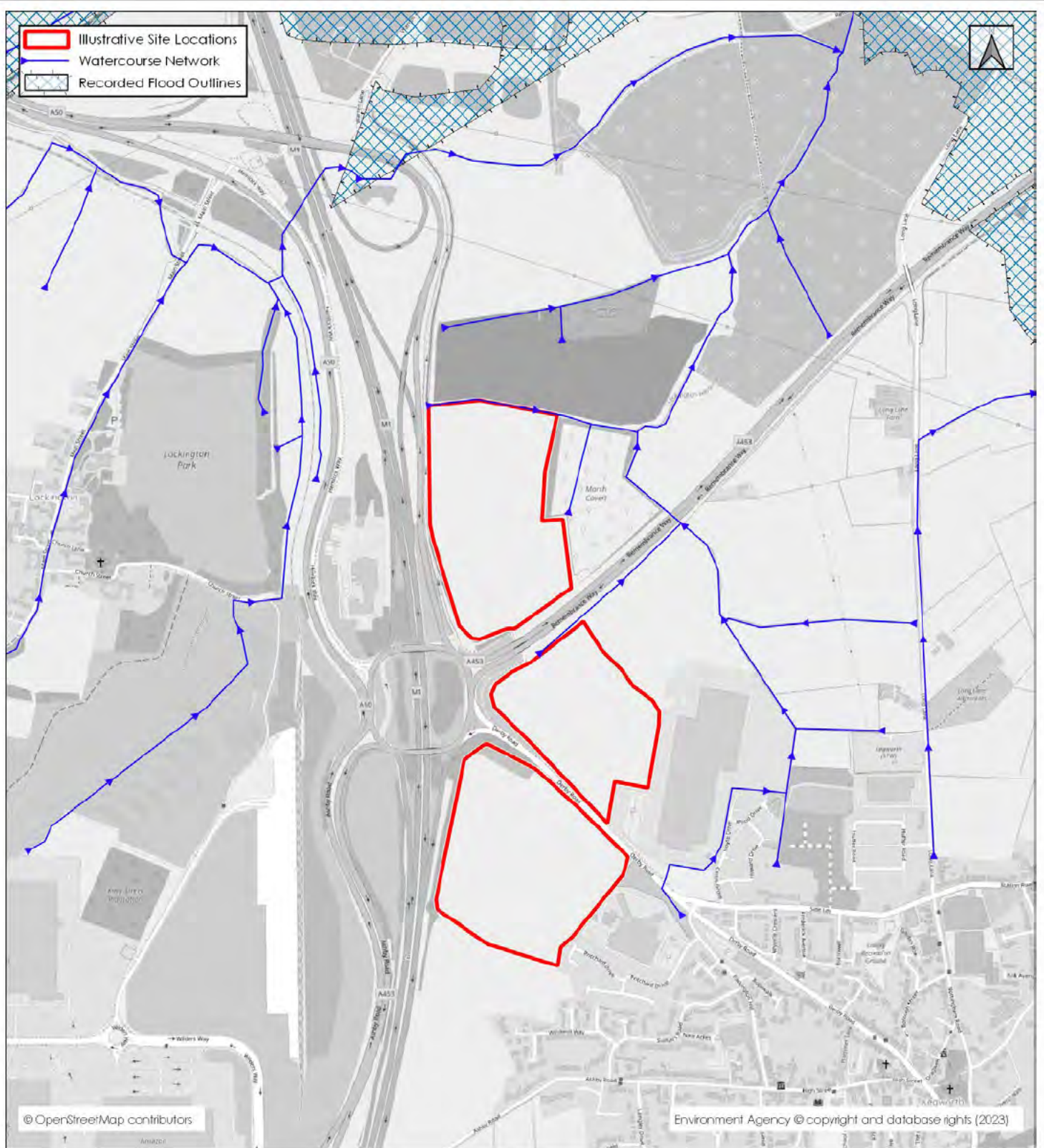
Therefore, the Flood Zone 3 & 2 classification of the northern site is not considered to be appropriate.

Job No. 232421	Document No. LNK-BWB-ZZ-XX-RP-YE-0002	Rev. P01	Page Page 2
Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
Title Flood Zone Challenge		Authorised by Keith Alger	



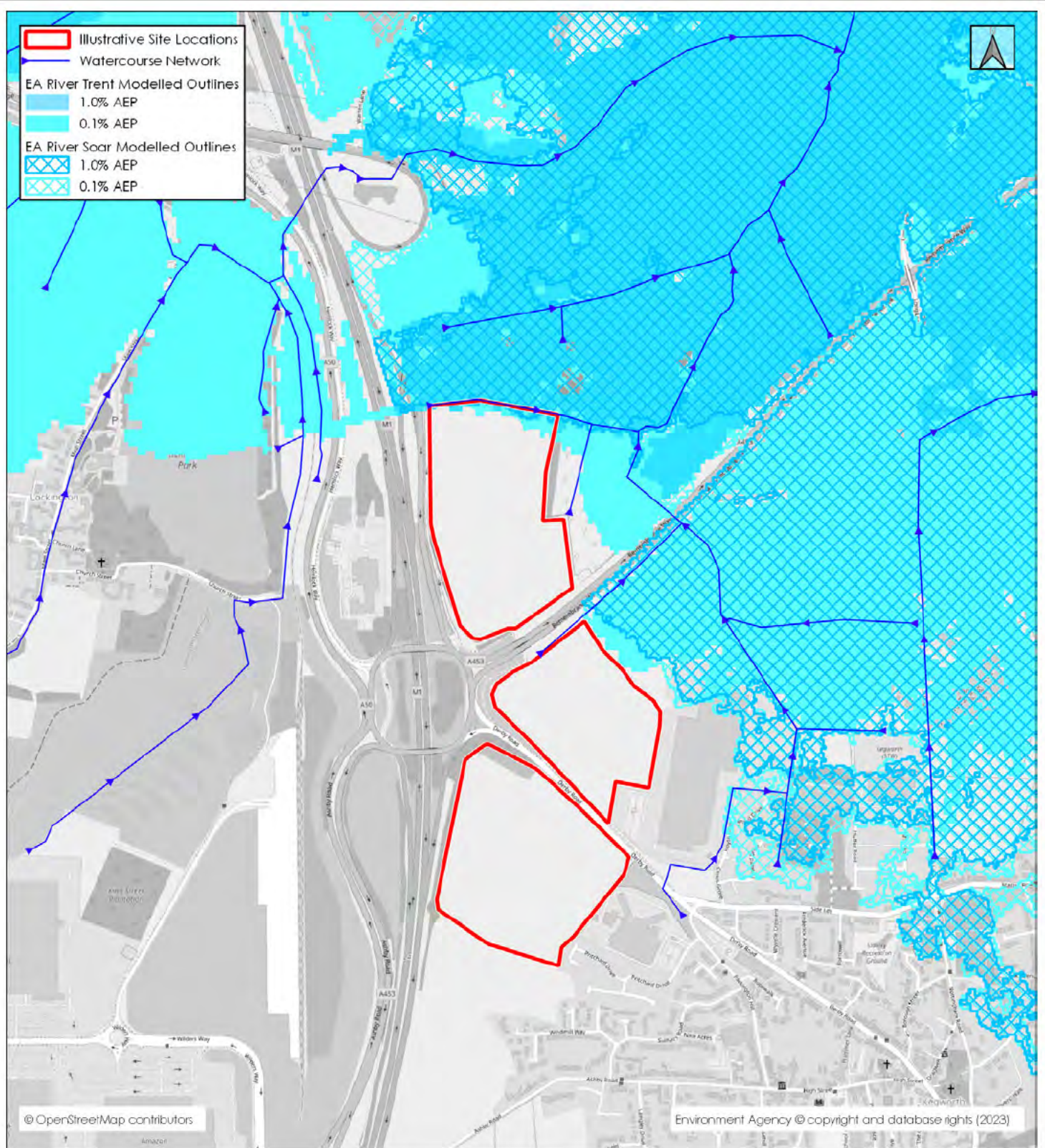
**Figure 1 – Flood Map for Planning**

Job No. 232421	Document No. LNK-BWB-ZZ-XX-RP-YE-0002	Rev. P01	Page Page 3
Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
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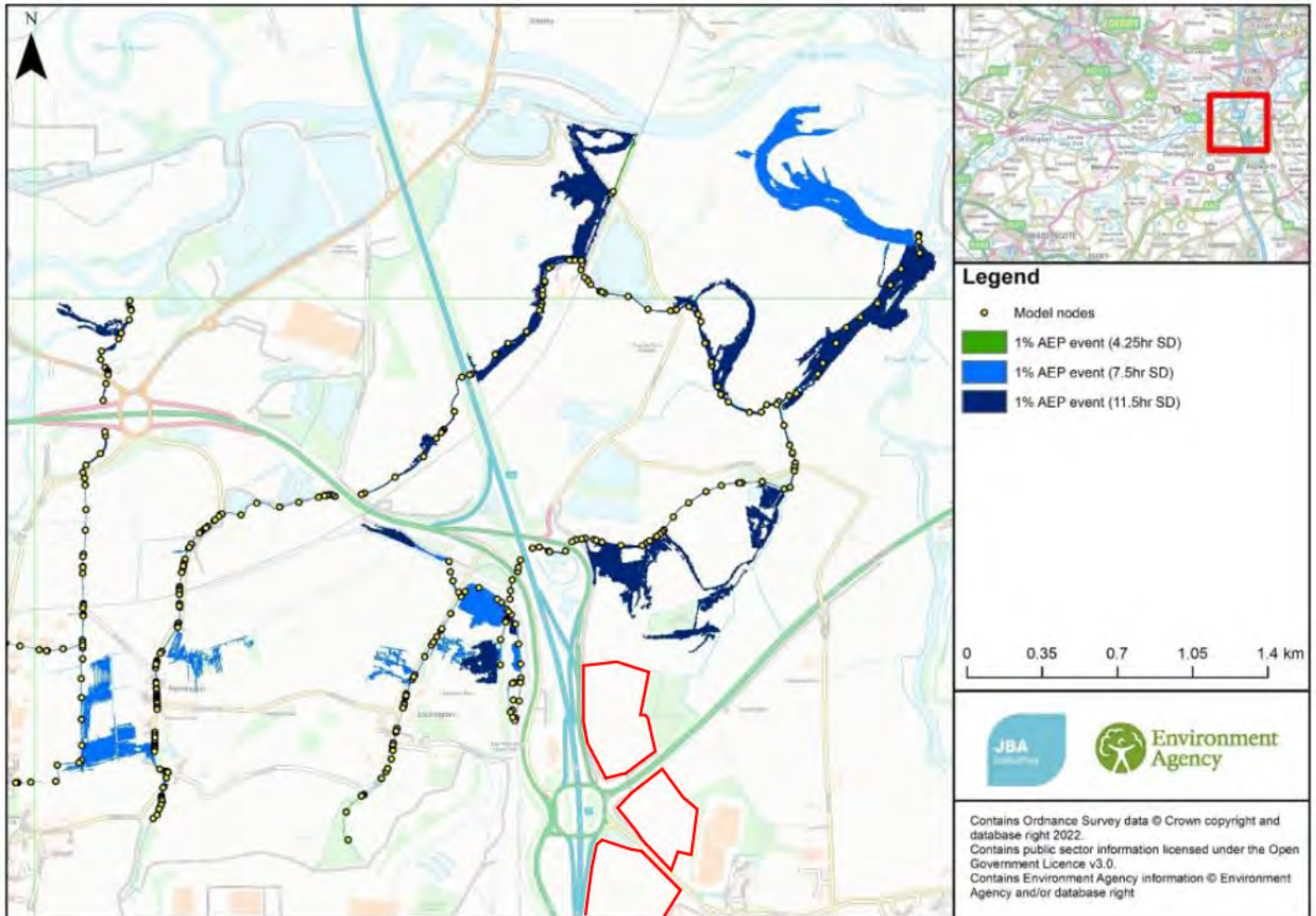
**Figure 2 – Recorded Flood Outlines**

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Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
Title Flood Zone Challenge		Authorised by Keith Alger	



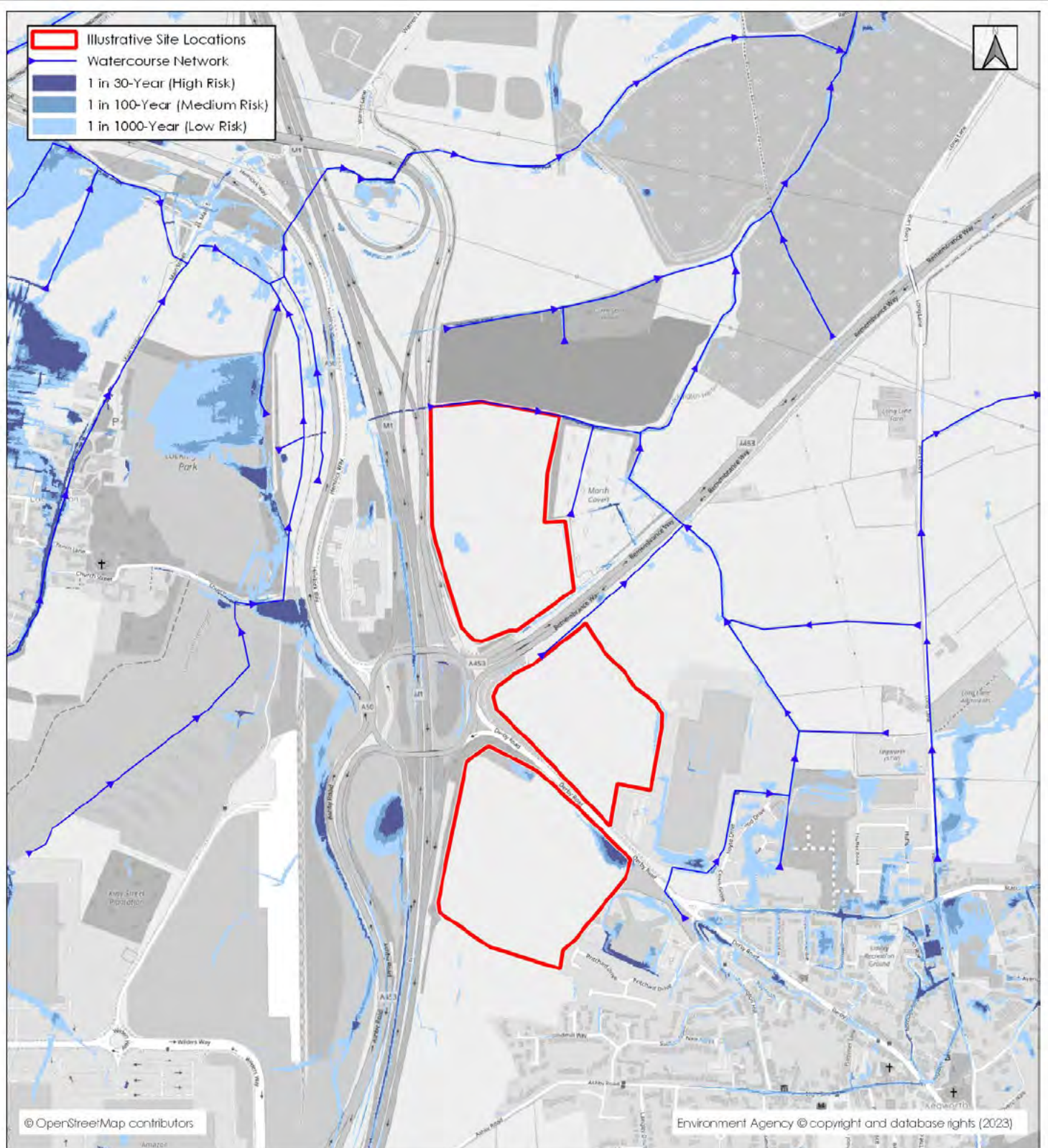
**Figure 3 – River Trent and River Soar Modelled Floodplain Outlines**

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**Figure 4 – Lockington Brook Modelled Floodplain Outlines**

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**Figure 5 – Risk of Flooding from Surface Water**



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Proposed Northern Parcel Flood Zone Outlines:

To digitise a more accurate outline for Flood Zone 3 and 2, a topographical survey of the northern site was undertaken in November 2023.

Peak flood levels from the EA river models have been projected against the topographical data to generate floodplain outlines.

Peak flood levels are shown in Figure 6 overleaf. These show that the EA River Trent, Derbyshire model provides the more conservative flood levels. Therefore, these were adopted in the exercise. The adopted flood levels are as follows:

- 1 in 100-year: 30.39mAOD
- 1 in 1000-year: 31.06mAOD

The floodplain outlines derived from the topographical survey are illustrated within the accompanying plan ref: LNK-BWB-ZZ-XX-DR-YE-0001.

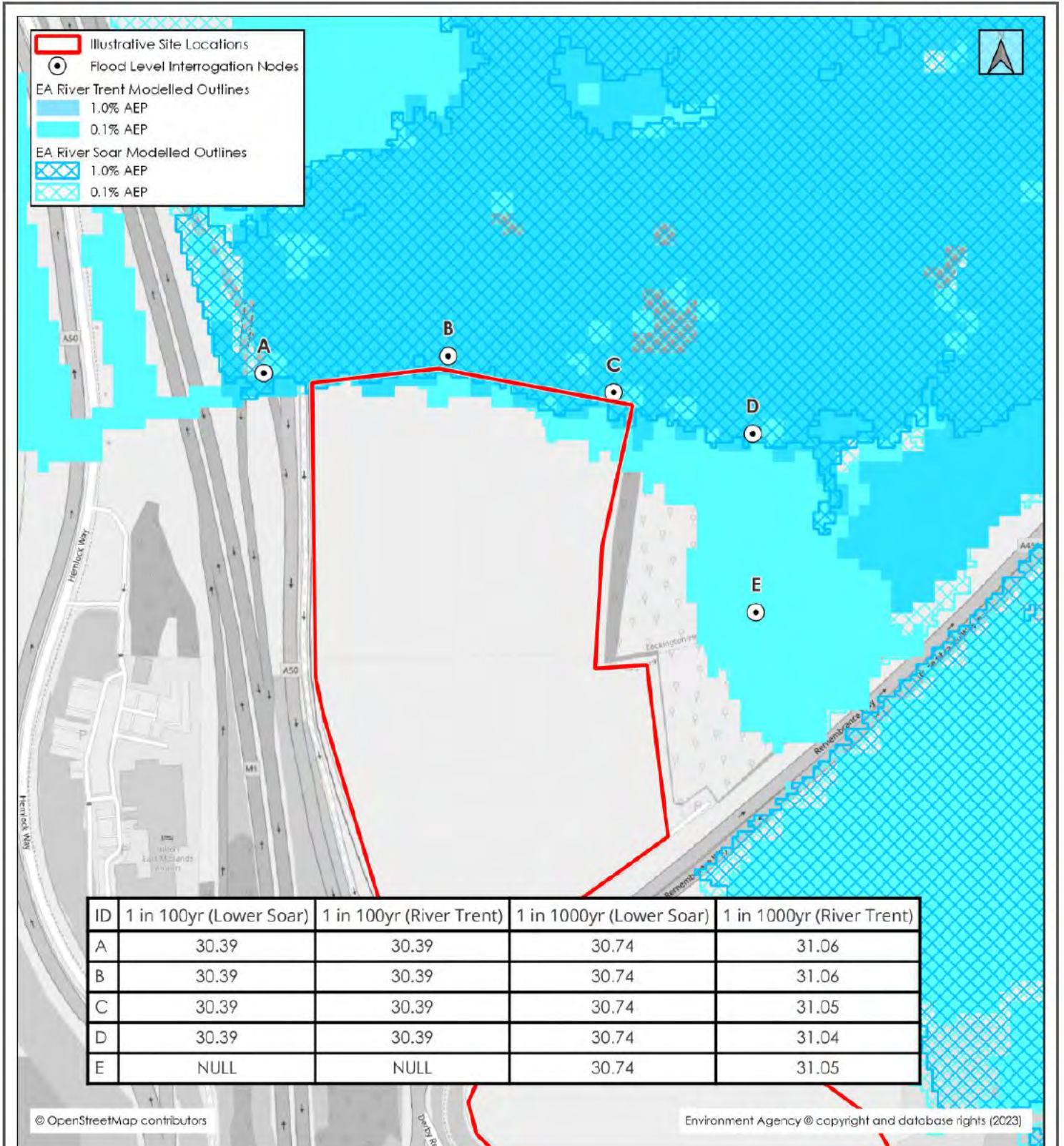
It should be noted that the floodplain outlines derived from the topographical survey are more extensive in the site than the EA modelled outlines would suggest (and as shown in Figure 3 and Figure 6). This is because the very north of the site was artificially lowered to provide compensatory floodplain storage for the nearby East Midlands Gateway development. This lowered area is present in the topographical survey and the latest EA LiDAR, but it is omitted from the DTM used in the EA river models.

While the northern most area of the site is shown to be low lying and within the floodplain, the southern area is shown to be elevated above flood levels, with ground levels rising to over 34mAOD at the A453.

The combined floodplain outlines from the EA River Trent, EA River Soar, and those derived from the topographical survey are presented within Figure 7.

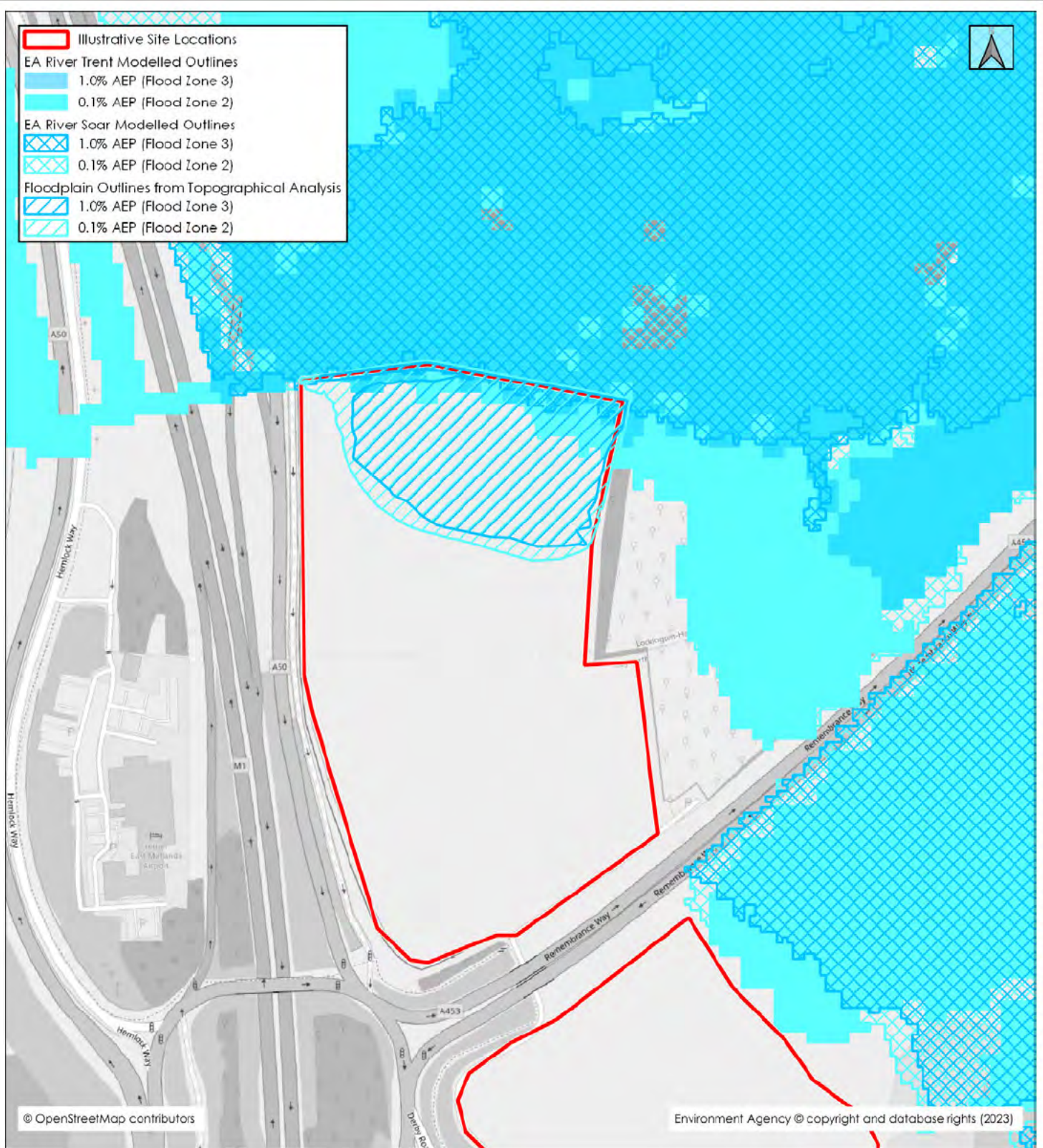
This is a more accurate and appropriate Flood Zone extent for the site.

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**Figure 6 – EA Modelled Flood Levels**

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Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
Title Flood Zone Challenge		Authorised by Keith Alger	



**Figure 7 – Proposed Flood Zones**

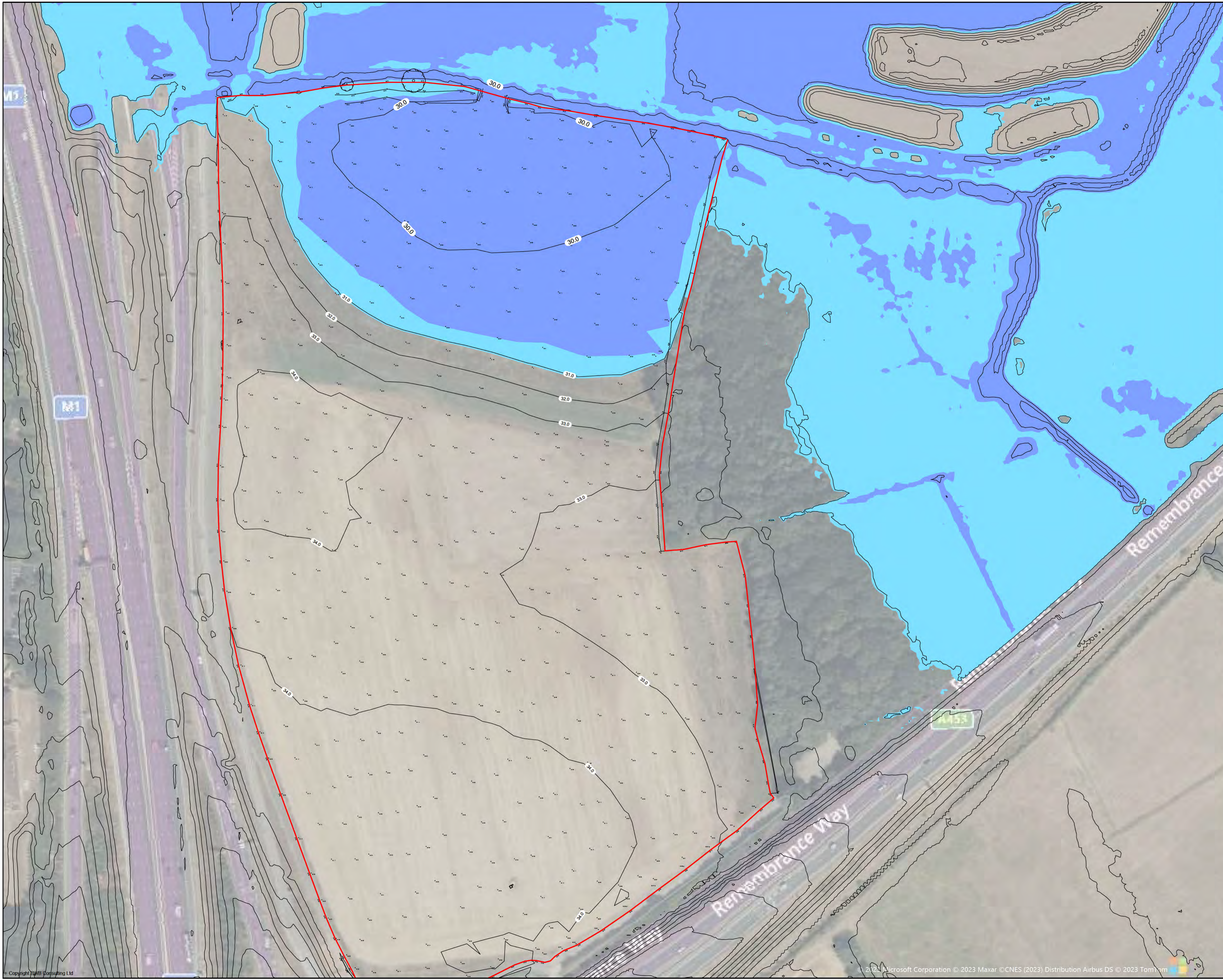
Job No. 232421	Document No. LNK-BWB-ZZ-XX-RP-YE-0002	Rev. P01	Page Page 10
Project Land North of Kegworth		Date Prepared 18/12/23	Prepared by Robin Green
Title Flood Zone Challenge			Authorised by Keith Alger

Summary:

None of the available EA flood datasets identify a flood risk at the northern site that would justify the current extent of Flood Zone 3 or Flood Zone 2. The current Flood Zones are fundamentally incorrect.

Based on EA hydraulic river model data, and peak modelled flood levels compared against a site topographical survey, only the low-lying area in the northern half of the site should be classified as Flood Zone 3 and 2.

The remainder of the site is elevated 1 to 3 metres above 1 in 1000-year flood levels, and so it should be re-classified as Flood Zone 1.



- 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 millimetres unless noted otherwise. All levels in metres unless noted otherwise.
  4. Any discrepancies noted on site are to be reported to the engineer immediately.
  5. Peak flood levels extracted from the Environment Agency's River Trent, Derbyshire hydraulic river model.
  6. Ground levels within the site determined using a topographical survey.
  7. Ground levels outside of the site determined using Environment Agency 2m composite LiDAR DTM.
  8. Site Boundary illustrative only.

- Legend**
- Illustrative Site Boundary
  - 1 in 100-Year Floodplain Outline  
30.39m AOD Contour  
Equivalent to Flood Zone 3
  - 1 in 1000-Year Floodplain Outline  
31.06m AOD Contour  
Equivalent to Flood Zone 2

P01	18.12.23	Preliminary Issue	RG	KA
Rev	Date	Details of issue / revision	Dw	Rev

**Issues & Revisions**

**BWB**  
A CAF GROUP COMPANY

- Birmingham | 0121 233 3322
- Leeds | 0113 233 8000
- London | 020 7407 3879
- Manchester | 0161 233 4260
- Nottingham | 0115 924 1100

www.bwbconsulting.com

Client

**The Trustees of CHC  
Coaker Children**

Project Title

**Land North of Kegworth  
M1, Junction 24**

Drawing Title

**Flood Zone Extents**

Drawn:	R. Green	Reviewed:	K. Alger
BWB Ref:	232421	Date:	18.12.23
Scale@A1:	1:1000	Status:	S2
Drawing Status:	<b>PRELIMINARY</b>		
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
<b>LNK-BWB-ZZ-XX-DR-YE-0001</b>	<b>S2</b>	<b>P01</b>	

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## **Appendix 2**

### **Environment Agency Letter**



Robin Green  
Via Email

**Our Ref:** EMD-339436

**Your Ref:**

**Date:** 12 January 2024

Dear Robin

**Enquiry regarding – Flood Challenge- Land North of Kegworth**

Thank you for your enquiry which was received on 19 December 2023. Please see the response from our technical team below:

*Thank you for your query regarding the Flood Zones near Kegworth.*

*As you show, the Flood Map for Planning at this location is not reflective of hydraulic model output or within a recorded flood outline. We agree that this is showing an over-estimate of flood risk and is not considered to be appropriate. We will be updating our flood risk map products: Flood Zones (on Flood Map for Planning), Risk of Flooding from Rivers & Sea (RoFRS) and Risk of Flooding from Surface Water (RoFSW) in 2024/5 as part of the new National Flood Risk Assessment (NaFRA2).*

*In preparation for these changes, there is currently a pause on updates to these mapping products. Due to this pause and awaiting the outputs from NaFRA2, we are unable to confirm at this time what the updated Flood Zones will look like at this location. However, it is likely that the Flood Zones will be re-classified to mirror the extent of the hydraulic modelling as shown on page 4 of your report.*

*Our new National Flood Risk Assessment will bring many improvements to our flood risk information, including updated national modelling (which uses a better representation of topography and finer level of detail) as well as incorporating local detailed modelling where we have it. Therefore, we would advise waiting until after these are published to check our new flood risk information.*

We respond to requests under the Freedom of Information Act 2000 and Environmental Information Regulations 2004.

Please refer to [Open Government Licence](#) which explains the permitted use of this information.

Please get in touch if you have any further queries or contact us within two months if you'd like us to review the information we have sent.

Yours sincerely

Tyler Marsh

Customers & Engagement Officer  
East Midlands

For further information please contact the Customers & Engagement Team on [REDACTED]  
[REDACTED]

Direct e-mail:- [REDACTED]





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

Details of what we are consulting on, and why, can be found on the Council website at [www.nwleics.gov.uk/localplanmysay](http://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	James	
Last Name	Agar	
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.

### **Proposed New Housing Settlement at Isley Woodhouse (Policy IW1)**

I object to the above policy for the following reasons:

The proposed new town is in the **wrong place**. It would be located opposite both Donington Park Racetrack and East Midlands Airport.

Diseworth has experienced an increase in **flooding** since the run-off from DHL and the airport was directed into Diseworth brook. Fields surrounding the village currently absorb much of the rainfall but if these were built on, more water would find its way into the brook increasing the likelihood of flooding.

Diseworth sits in a dip where **air pollution** from the airport and the M1 already gathers. A new settlement above Diseworth would make this worse.

The policy states that **Biodiversity** would be improved if the settlement were to be built. How is this possible following the destruction of so much farmland and so many trees and hedgerows.

The local doctor's surgeries are already stretched. Unless a new **medical facility** was built first, local services would not cope with the increase in the local population.

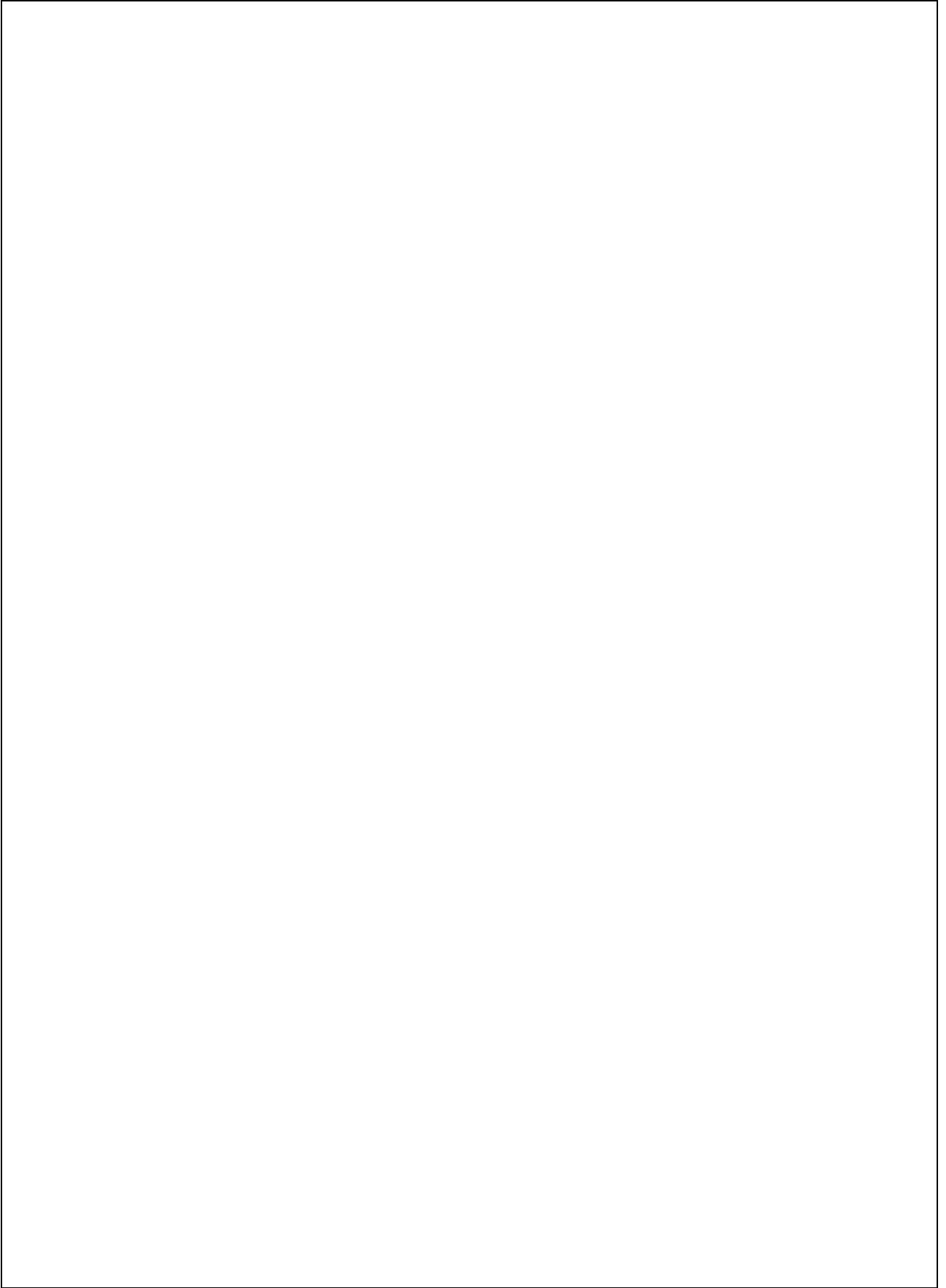
### **The potential location for the Freeport development (EMP90)**

The area of green farmland which would be concreted over is huge, especially when compared with the size of Diseworth which it borders. It would be sited on a hill overlooking the village making the tall warehouses which would be built appear to be even taller. No amount of screening will be able to hide them. The 24/7 **light and noise pollution** from the site would be

bad for residents physical and mental health.

No amount of drainage would capture all the rainwater which would have fallen on green fields, and which would now fall on concreted/tarmacked areas. The excess would run off and, due to the Freeport location, would flow towards Diseworth . The village already suffers from **flooding** following heavy rain and this would make the situation worse.

So much valuable farmland would be covered under concrete. So much local wildlife would be lost.



## 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: James Agar

Date: 14/3/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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](http://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	Erika	
Last Name	Wood	
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?	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.

**EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and  
IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

I have lived in Diseworth since 1996. It is an extraordinary community that has long history

I urge you to review EMP90 and IW1 together because they will together contribute to overwhelming loss of green space around this community, consequently they will hugely increase the probability of flooding in the village. Flooding has impacted parts of the village twice in the last twelve months but hardly at all in the previous twenty

**EMP90 Industrial Development East of Diseworth:**

My understanding is that there are two proposed developments in the pipeline:

- 1: a proposal by EMA to develop south of the A453 down to Hyams Lane.
- 2: SEGRO’s proposal to develop south of Hyams Lane down to Long Holden.

For a sense of scale, please see this mock-up of the village of Diseworth superimposed on those two sites:

I do not believe that this amount of development can be mitigated by screening or landscaping

And the current road system would be overwhelmed by the probable increase in Traffic

Representative area of Diseworth Village (in black) superimposed on proposed EMA / SEGRO site of 250 acres (in white)



Image created by Protect Diseworth  
December 2023

This village has been cared for by generations of residents since Roman times but sadly from reading the NWLDC Draft Local Plan, I question whether NWLDC has any regard for this village at all. The POLICY EMP 90 If enacted, would, I believe lead to the loss of this ancient conservation village as a viable community, sacrificing hundreds of acres of countryside, productive farmland and wildlife habitat. To basic business greed

Diseworth already experiences periods of reduced air quality as a consequence of its location adjacent to three major roads M1 ,A42 and A50. We also receive emissions from East Midlands Airport

Additional air quality reductions as a result of EMP90 will surely contribute to ill health of residents

The cumulative increase in an already high level of ambient night time lighting resulting from incremental EMP90 business activities will doubtless have a negative impact on the health and wellbeing of Diseworth residents both human and animal

It seems that the Freeport designation is being viewed as giving licence to trample all over this village and its environment and pay little regard to the mental and physical wellbeing of its residents

Yet elsewhere in the Draft Local Plan NWLDC is

NWLDC's proposals for these developments conflict starkly with other laudable policies in the DLP which promote a relatively benign and caring approach .

Both EMP 90 and IW1 appear to be driven by an assumption that the Freeport will generate new jobs requiring new workers but that is not consistent with this area having an excess of workers already. So why here? Or are we to assume that this is simply central government riding roughshod over our local authority and issuing you with an instruction ? And if that is the case how am I to be represented in this or are we no longer part of the equation

What will be the legacy for NWLDC. Do you wish to be remembered for approving the trashing of a huge area of the county and damaging Diseworth, Long Whatton and Isley Walton? Or is the council willing to stand up and be counted in the defense of this community and democracy against a hostile commercial attack on



## **IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

A proposed new town about the size of Castle Donington) to the west of Diseworth , unlike the EMP90 proposal, is not within the Parish of Diseworth & Long Whatton. But, its impact on Diseworth would be significant.

Seen in conjunction with the EMP90 proposal, this will crush Diseworth from both sides, with loss of a further 750 acres of agricultural land and ancient hedgerows.

- Diseworth is already subject to increasingly frequent flooding from the west. Where will all the increased water from IW1 go?
- Air quality: With the prevailing westerly wind towards Diseworth, combined with Diseworth's situation in a dip (61 metres above sea level), how will the increased air pollution be managed? The current 'Green Lung' to the west of Diseworth, with its ability to scrub the air, will be lost to the new settlement. Why?
- Why does so much of County & District Council's housing requirement need to be concentrated in this place, which comprises solely of green fields?
- The IW1 proposal seems to me to be linked to Freeport development; Industrial development to the east of Diseworth, new settlement to the west of Diseworth.  
**The cumulative impact of both of these proposals MUST be viewed as a whole for planning purposes.**
- Increased pollution of all kinds for Diseworth ... noise, air, light, traffic emissions (not just tailpipe, but increasing concern about tyre particulates) PM2.5 levels are periodically measurably high  
Again, this MUST be seen together with the EMP90 proposal, as well as East Midlands Airport's continued expansion and current implementation of brighter lighting which is already polluting Diseworth.

Our location on the borders of three Counties adds to our vulnerability as the multiple local authorities do not apparently need to liaise about planning matters

Global Warming and Climate Change is real, is accelerating, and human activities are a major contributory factor. **NWLDC declared a Climate Emergency in 2019**, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.

So how are these policies the EMP90 and IW1, plus continued expansion of East Midland Airport

(all three of which surround Diseworth), consistent with driving us towards Net Zero.

Doesn't the destruction of hundreds of acres of carbon sink countryside either side of Diseworth to enable the building of EMP90 and IW1 puts us straight into carbon deficit before a spade is even put into the ground

**Why do these developments have to involve the destruction of Diseworth's Green Lungs?**

Destroying open, rolling countryside to build them is totally inappropriate.

Surely there must be a balance between achieving reasonable economic growth, profit, and destroying our environment to achieve it.

**I believe that the EMP90 and IW1 proposals, combined with continued EMA expansion, have got this balance utterly wrong.**

**SUMMARY:**

my beloved village is under threat from three primary sources:

To the East, within our Parish: **EMP90 industrial development.**

To the West, bordering on our Parish: **IW1 new town.**

To the North: **East Midlands Airport.** Diseworth is located one mile south of the plateau on which EMA sits. EMA already has significant growth plans for the future, for both cargo and passenger flights. This EMA expansion gives me particular concerns about deteriorating local air quality

EMA has recently installed new LED lighting which has increased light pollution shining directly down the hill into Diseworth. EMA did this without prior consultation with, or involvement of, Diseworth residents. Not the action of a considerate neighbour I'm sure you will agree

I am asking NWLDC Not to include either EMP90 Or IW1 in the revised local plan

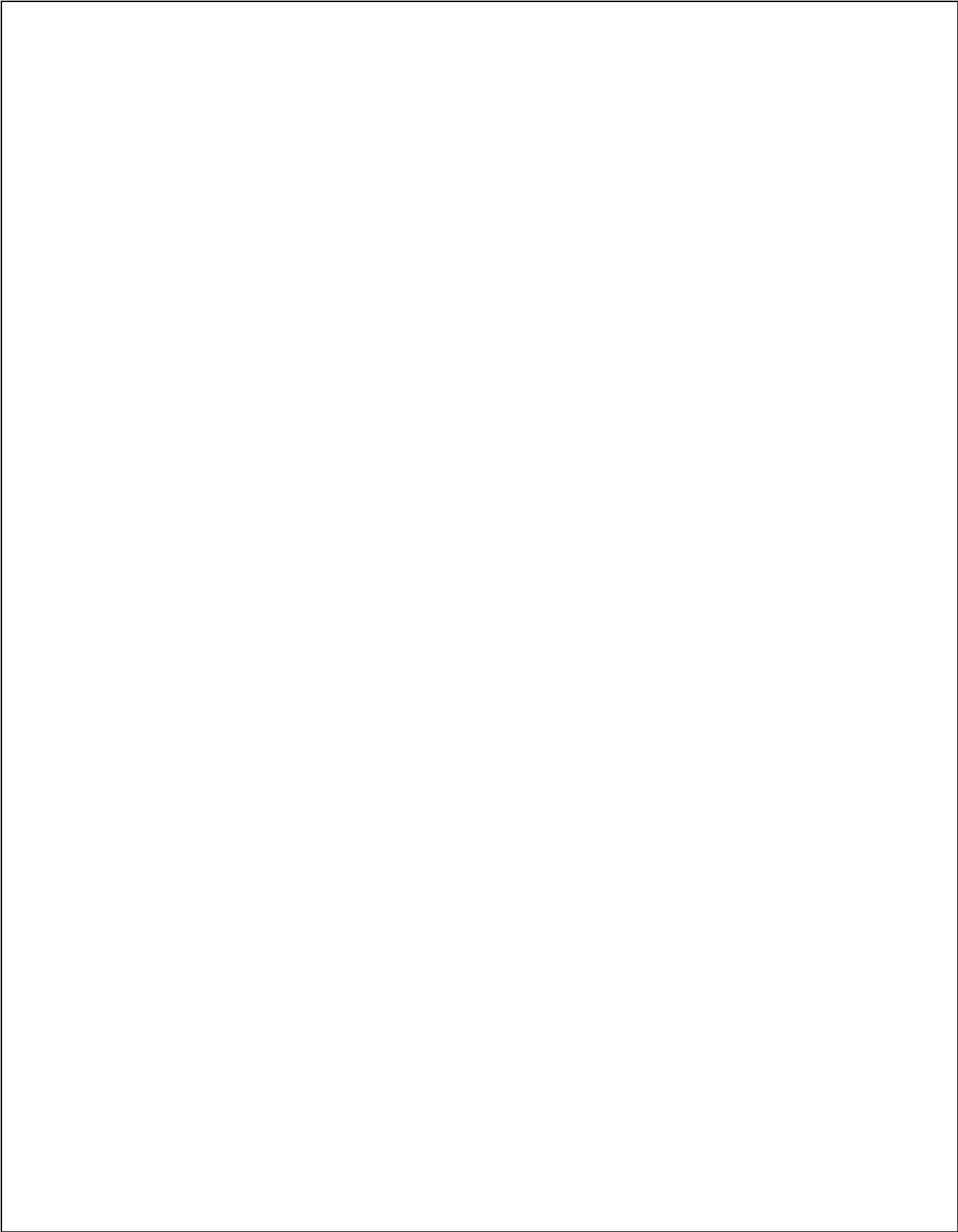
**Declaration**

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

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

Signed: Erika Wood 14/03/2024





**DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or  
Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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

# North West Leicestershire Local Plan Representations.

## Draft Local Plan Regulation 18 Consultation.

On behalf of Davidsons Developments Limited.

Date: 15.03.2024 | Pegasus Ref: EMS.2774

Local Authority SHLAA Ref: Ib20 – Land to the rear of 111a High Street, Ibstock

Author: Clare Clarke

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# 1. Introduction

- 1.1. These representations are submitted by Pegasus Group on behalf of Davidsons Developments Limited in response to the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan.
- 1.2. Our clients wish to make comments on the Proposed Housing and Employment Allocations consultation document and Proposed Policies consultation document.
- 1.3. These representations relate to our client's interests at Land to the rear of 111a High Street, Ibstock.
- 1.4. Our clients have previously engaged in the preparation of the plan including making representations to the Development Strategy Options & Policy Options consultation in March 2022 and submissions to the Strategic Housing Land Availability (SHLAA) Call for Sites. The site has been given SHLAA reference Ib20 Land to the rear of 111a High Street, Ibstock.
  - 1.4.1. Appendix A provides an indicative concept masterplan of the site, which is capable of the early delivery of 46 homes (open market and affordable) at the heart of one of the most sustainable settlements in the District with excellent accessibility to all the services and facilities in Ibstock. Appendix A also shows it's central location in the settlement.
  - 1.4.2. The site is technically unconstrained, suitable, achievable, and available for early delivery in the plan period as the Council concluded in its SHLAA assessment of the site.
  - 1.4.3. Indeed, the principle of residential development on this site and its suitability, locationally, has already been established following identification of the site by the Council as a residential allocation in the previous North West Leicestershire Local Plan (adopted 2002). The site didn't come forward due to issues with access, but these concerns have now been overcome with access secured by the landowner from the High Street.
- 1.5. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

## Part A – Personal Details

	Personal Details	Agent's Details
Title	Mr	Mrs
First Name	Greg	Clare
Last Name	Hutton	Clarke
Job Title	Strategic Planner	Director





Organisation	Davidsons Developments	Pegasus Group
House/Property Number or Name		4 [REDACTED]
Street		[REDACTED]
Town/Village		[REDACTED]
Postcode		[REDACTED]
Telephone Number		0 [REDACTED]
Email		[REDACTED]

## Declaration

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

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

Signed: *ccialle*

Date: 15/03/24

## 2. Proposed Housing and Employment Allocations

### Draft Policy H2 – Housing Commitments

- 2.1. The Proposed Housing and Employment Allocations consultation document sets out that Draft Policy H2 will provide a list of housing commitments in the Publication version of the Local Plan (Regulation 19). This is an unnecessary policy, commitments can be set out in the housing trajectory, there is no need to include them in a policy.

### Draft Policy H3 – Housing Provision – New Allocations

- 2.2. Draft Policy H3 – Housing Provision – New Allocations outlines the proposed housing allocations to meet the remaining need for around 5,693 dwellings, once completions and commitments are taken into account.

#### Insufficient Supply of Housing

- 2.3. As set out elsewhere in response to Draft Policy S1 and H1, the remaining provision figure needs to be updated to reflect a rebased and extended plan period and the 10% buffer should be applied to the total housing requirement. This is likely to increase the remaining provision figure significantly.
- 2.4. The Proposed Housing and Employment Allocations consultation document already has a shortfall in the supply of sites and this also needs to be addressed. Whilst it is the Council's aim to address this shortfall through additional allocations in the Coalville Urban Area, this may not be practical and other options should be considered.
- 2.5. The Council have already had to compromise on the original aims of the strategy in the urban area by proposing an allocation in an Area of Local Separation and the list of allocations includes a housing figure for undefined Coalville Town Centre Regeneration sites and a Broad Location West Whitwick made up of a number of individual sites. Even with these included, there is a shortfall and there is a possibility that this shortfall in the Coalville Urban Area will increase following this consultation and further work on deliverability.

#### Sustainability Appraisal Site Assessment: Ib20 Land to the rear of 111a High Street, Ibstock

- 2.6. Our client's site, Land to the rear of 111a High Street in Ibstock, should be reconsidered, and allocated for residential development for 46 dwellings, in light new evidence submitted with these representations, particularly in the context of how sustainably located this site is, that there is no technical or other constraint to preclude the early delivery of the site and in the context of the shortfall identified in housing supply. It would also make a welcome and early contribution to the much-needed supply of affordable homes in the District.
- 2.7. The site lies to the south of Ibstock off the High Street, very well related to the existing settlement form and within easy walking distance of the good range of services and facilities available in the settlement, including a nursery school, post office and convenience stores. In addition, Ibstock Junior School and St Denys Infant School are both located within approximately 650m from the site and the nearest bus stop in 300m from the site on



Melbourne Road and provide access to the 15 service to Coalville which runs every 30 mins during the day.

- 2.8. This site has previously been selected as suitable location by the Council for housing development and allocated in the previous North West Leicestershire Local Plan (adopted 2002). At the time there were concerns with the access to the site, which prevented it from coming forward, but these issues can now be overcome (as agreed with the Highway Authority).
- 2.9. There is an opportunity for this site to provide additional homes, including affordable homes, in one of the most sustainable settlements in the District, helping to support the delivery of the proposed school on Leicester Road, Ibstock and without significantly impacting on the overall preferred housing distribution strategy.
- 2.10. The site offers the opportunity to provide 46 high quality and well-designed homes, including affordable homes. Appendix A shows an Illustrative Layout for the site, which highlights how well related the site is to the form of the settlement, with access to/from High Street located within the limits to development. It shows how homes could be accommodated within the site without any significant adverse impacts, as demonstrated through the Sustainability Appraisal site assessment, as well as achieving the required biodiversity net gain.
- 2.11. The site is in the control of Davidsons Developments, well-respected a local housebuilder with an excellent track record of delivering high quality schemes across Leicestershire (5-star rated builder in the HBF/NHBC customer satisfaction survey). There is no landownership or legal constraints to the development of the site.
- 2.12. The key issue preventing the site being included in the Local Plan as a draft allocation relates to heritage considerations in seeking to achieve a suitable access to the site.
- 2.13. The Highway Authority has previously raised concerns about whether a suitable access to the highway network can be achieved in the gap between 109 and 111a High Street to offer 2-way traffic, or pedestrian walkways. Since this assessment was published, we have engaged with the Highways Authority and they have now accepted the principle of the proposed Site Access, shown in Appendix B. This important and clearly relevant updated position needs to be reflected in the site assessment of site Ib20.
- 2.14. The site access and the western part of the site is within the Ibstock Conservation Area. The site is adjacent to the curtilage of two Grade II Listed Buildings; No. 119 and No. 121 High Street. It is therefore important that the development scheme demonstrates that the proposals would not be harmful to the character and appearance of the conservation area through impact on setting and on the setting of the listed buildings.
- 2.15. Our clients have worked with a heritage consultant (Gail Stoten, Executive Director (Heritage) Pegasus Group), to advise on the heritage concerns raised and to consider the most appropriate solution to achieve both an appropriate access and minimise the harm on the character and appearance of the conservation area and setting of the listed buildings. Appendix C provides carefully considered 3D visualisations of how this could be achieved.
- 2.16. It is proposed that the boundary wall to 111 High Street will be removed to accommodate the site access and a carefully considered replacement wall provided along the perimeter of the access road. The style of the wall and its materials (using reclaimed brick if possible) will be



sympathetic to the Conservation Area, seeking to reflect the existing wall along the High Street so as to remain in character with the vernacular of the local area. Our clients would welcome the opportunity to discuss this further with the Conservation Officer and Leicestershire County Council as Highway Authority.

- 2.17. There are two further aspects of the Sustainability Appraisal that need to be reviewed and updated. The first relates to the significant negative score for flood risk. It is important to emphasise that this flood risk affects an area of the site which is not proposed for housing and is unlikely to be included in any future planning application. This score should be updated to reflect this or the land in flood risk excluded from the site boundary to more accurately reflect how the site will be brought forward for development.
- 2.18. The second aspect of the Sustainability Appraisal which needs to be reviewed and updated is the assessment of land use efficiency. The site scores a significant negative for this despite the site being proposed at 39 dwellings per hectare net density, with a coverage of 16,165 sqft/acre. The western area of the site is proposed as open space to respect the Conservation Area and respond to the requirements of biodiversity net gain. It is unclear in this context how the site could be used any more efficiently, or any other site of a similar size given the requirements for mandatory net gain in biodiversity.
- 2.19. The updated information set out above should be used to inform an update to the site assessment. This site offers a way of reducing the shortfall identified in a sustainable location and without undermining the overall strategy for concentrating growth in the most sustainable settlements in combination with a new settlement.

#### **Deliverability Evidence**

- 2.20. It will be important that the proposed housing allocations identified in the Publication Local Plan provide a sufficient supply of deliverable and developable land to deliver the Council's housing requirement over a 15-year plan period from adoption. This supply should also ensure that a five-year supply can be maintained throughout the plan period.
- 2.21. This site can be delivered (i.e. built-out) within years 0-5.
- 2.22. Whilst it is recognised the plan is at an early stage in terms of allocating sites, the Publication Plan will need to be supported by robust deliverability evidence underpinning all the proposed allocations. This should include confirmation on availability, achievability and realistic lead in times and trajectories.

### 3. Proposed Policies: Chapter 4 – Strategy

#### Draft Policy S1 – Future Housing and Economic Development Needs

- 3.1. Draft Policy S1 – Future Housing and Economic Development Needs proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020–2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground, which was signed by the Council in September 2022.

##### Housing Requirement

- 3.2. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.
- 3.3. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.
- 3.4. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

##### Plan Period

- 3.5. The Proposed Policies document identifies a proposed plan period of 2020–2040. This is falls short of providing a 15–year time horizon from the adoption of the plan, in line with paragraph 22 of the NPPF.
- 3.6. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan (Regulation 19) in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood, where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.
- 3.7. The Council will be submitting the Local Plan close to the government’s 30 June 2025 deadline for submitting plans under the current system, before the planning reforms come in. The potential for delays is therefore increased by the potential influx of Local Plans and the impact on the capacity at the Planning Inspectorate to manage Examinations.
- 3.8. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.



- 3.9. Consideration should be given to rebasing the plan period to April 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back.
- 3.10. The standard methodology is updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision and therefore the plan period show start at the April after the last update until the local housing need figure is fixed for two years from submission of the Local Plan.

### **Draft Policy S2 – Settlement Hierarchy**

- 3.11. Draft Policy S2 – Settlement Hierarchy identifies Ibstock as one of three Local Service Centres.
- 3.12. Paragraph 4.23 of the proposed policies consultation document sets out that these six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.
- 3.13. The recognition of Ibstock as a sustainable location for additional growth over the plan period is supported.

## 4. Proposed Policies: Chapter 5 – Creating Attractive Places

### Draft Policy AP1 – Design of New Development (Strategic Policy)

- 4.1. The Proposed Policies consultation document does not include draft policy wording for AP1 – Design of New Development, but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.
- 4.2. In principle the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is supported.
- 4.3. The Council need to consider the implications of District Wide Design Codes/Design Guides. There is potential for design codes to stifle good design rather than encourage it, create uniformity and formulaic developments. North West Leicestershire have a successful approach to design which the proposed Supplementary Planning Document approach can further support.

### Draft Policy AP2 – Amenity

- 4.4. The provision of a policy seeking to protect the amenity of occupiers and neighbouring residents to new development is supported. Any future policy should support the demonstration and provision of mitigation measures where necessary and appropriate to address any potential amenity impacts.

### Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

- 4.5. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating how national energy efficiency targets will be met, what measures have been taken to minimise energy consumption, and what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.
- 4.6. In addition, the policy requires renewable energy generation to be maximised on-site and where on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.
- 4.7. Draft Policy AP4 is not supported in its current form. If a net zero carbon policy is to be implemented by the Council, must be fully evidenced, justified, and included in viability considerations.



- 4.8. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards – 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions.
- 4.9. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government’s commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework
- 4.10. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site-by-site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

### **Draft Policy AP9 – Water Efficiency**

- 4.11. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.
- 4.12. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements.
- 4.13. This policy is not supported in its current form. Water efficiency is a matter dealt with through Building Regulations and there is insufficient evidence provided for a locally needed lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.



## 6. Proposed Policies: Chapter 6 – Housing

- 6.1. Separately to the Housing and Employment Allocation consultation document which covers Draft Policies H2 and H3, the Proposed Policies consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, and addressing the housing need of the district.

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
- 6.3. The policy includes unnecessary repetition. Point (1) and (2) in the policy repeat Policy S1. In particular point (2) which sets out the housing requirement for five-year supply calculations and housing trajectory purposes, which is helpful, but is already set out in S1 (4) so does not need to be repeated here. Points (4) and (5) are simply cross-referencing other policies, which is not necessary as the plan should be read as a whole.
- 6.4. This provision of a buffer is supported, this is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently. The proposed 10% buffer is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. Consideration should be given to increasing the buffer to 15% at this stage in the process to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.
- 6.5. The Local Plans Expert Group report, 2016 continues to provide a useful and relevant baseline in identifying the level of flexibility local planning authorities should look to build into their plans. The Report recommended a 20% allowance for developable reserve sites to provide extra flexibility to respond to change. An example locally is the Harborough Local Plan adopted with 15% contingency buffer and this has benefited the Council with no issues of housing land supply since the plan was adopted.

### **Draft Policy H4 –Housing Types and Mix (Strategic Policy)**

- 6.6. Draft Policy H4 – Housing Types and Mix includes a dwelling size breakdown from the Housing and Economic Needs Assessment and allows for a deviation of 5%. The draft policy requires any further deviation to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the nature of the scheme. There are additional justifications for a deviation in the affordable provision, related to evidence of need.
- 6.7. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of well-designed development.

- 6.8. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time of the plan period, any policy relating to dwelling mix should refer to the most up-to-date evidence available. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.
- 6.9. Draft Policy H4 needs to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

### **Draft Policy H5 – Affordable Housing (Strategic Policy)**

- 6.10. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.
- 6.11. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out. This approach is supported and consultation on the outcomes of this work would be welcome.
- 6.12. The Council may need to consider prioritising policy requirements and developer contributions to ensure the plan is deliverable.

### **Draft Policy H7 – Self-build and Custom Housebuilding**

- 6.13. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.
- 6.14. The requirement for sites of 30 dwellings or more to provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported in its current form. This proposed policy will not boost the housing supply and ignores the clear issues over the delivery of self-build plots as part of larger market housing sites.
- 6.15. Self-build and custom build owners will be free to design their own home, within the constraints of the site wide planning permission. This flexibility has the potential to cause issues as it creates uncertainty for purchasers of neighbouring conventional plots. This uncertainty also relates to the duration of the construction period for the self and custom build plots. By their nature, plot owners will progress some or all aspects of the build and this creates a risk of the build programme overrunning or stalling. This can leave gaps in the street scene, potential health and safety issues and amenity issues for neighbouring conventional homes left next to a building site for some time.
- 6.16. This policy approach will create practical issues that should be given careful consideration. It is essential that consideration is given to health and safety implications, working hours, length of build programme and therefore associated long-term gaps in the street-scene caused by stalled projects. There is the potential for unsold plots and the timescale for

reversion of these plots to the original housebuilder creates practical difficulties in terms of co-ordinating construction activity on the wider site.

- 6.17. Another key issue to consider is whether large scale sites are where the self-builder and custom-builders want to be located and what happens if plots are not taken up. This approach to requiring a percentage of larger sites is unlikely to meet the aspirations of the majority of those on the self-build register. The demand is likely to be for small scale sites within rural areas rather than plots within more urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.
- 6.18. Inspectors have rejected proposed policies in other plans that sought to require a specific percentage of self-build on allocated sites (see Blaby Part 2 Local Plan Inspector's report).
- 6.19. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria-based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible.

### **Draft Policy H10 – Space Standards**

- 6.20. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.
- 6.21. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, it must be fully justified. It is important that, in addition to the evidence that has been collected in support of this policy, consideration is given to whether local residents consider these standards are important when buying a home as there will be cost implications of any increase in floorspace may have on the cost of the properties in their area, and the implications this may have for local residents.
- 6.22. There is a clear risk that the proposed inflexible policy approach to this issue will impact on affordability and affect customer choice. Smaller dwellings have always played a valuable role in meeting specific needs for both market and affordable housing.
- 6.23. If this policy is pursued it should be sufficiently flexible to recognise that well-designed house types which fall slightly below any given standard, may still be acceptable, particularly on sites where the majority of the dwellings comply.
- 6.24. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

### **Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing**

- 6.25. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable



homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.

- 6.26. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.
- 6.27. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.
- 6.28. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site-specific factors.
- 6.29. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.
- 6.30. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

## 7. Proposed Policies: Chapter 10 – Environment

### Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

- 7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.
- 7.2. The requirement for biodiversity net gain in line with national guidance is supported.
- 7.3. The policy requirement (e) for a management plan to be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.
- 7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on-site improvements or improvements close to the site may be less beneficial to biodiversity than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements and therefore policy requirement (d) is not supported.

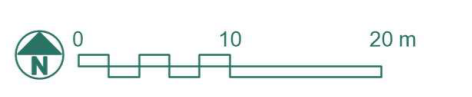


## Appendix A: Illustrative Layout



House Type	Total Nr	House Sq Ft	Total Sq Ft		
Affordable					
SH14	4	526	2,104	4	44%
SH24	3	769	2,307	3	33%
SH34	2	853	1,706	2	22%
<b>Sub Total</b>	<b>9</b>		<b>6,117</b>		<b>20%</b>
Market					
200	7	728	5,096	10	27%
254	1	871	871		
201	1	776	776		
202	1	776	776		
302	5	818	4,090	20	54%
313	1	1,025	1,025		
312	2	983	1,966		
330	1	995	995		
308	2	1,066	2,132		
318	1	1,046	1,046		
314	1	1,020	1,020		
301	7	1,141	7,987		
427	2	1,357	2,714	7	19%
425	2	1,435	2,870		
<b>Sub Total</b>	<b>37</b>	<b>2,191</b>	<b>6,573</b>	<b>3</b>	<b>8%</b>
<b>Total</b>	<b>46</b>		<b>46,054 sqft</b>		
			<b>Net Dev 2.849 acres</b>		
			<b>Coverage 16,165 sqft/acre</b>		

- Key
- Application site boundary (extent tbc)
  - Other land under control of applicant
  - Existing (retained) trees & hedgerow
  - Indicative proposed planting
  - Open space
  - Indicative surface water attenuation basin
  - Existing PRoW
  - Proposed footpath
  - Meadow
  - Existing equipped play/LEAP



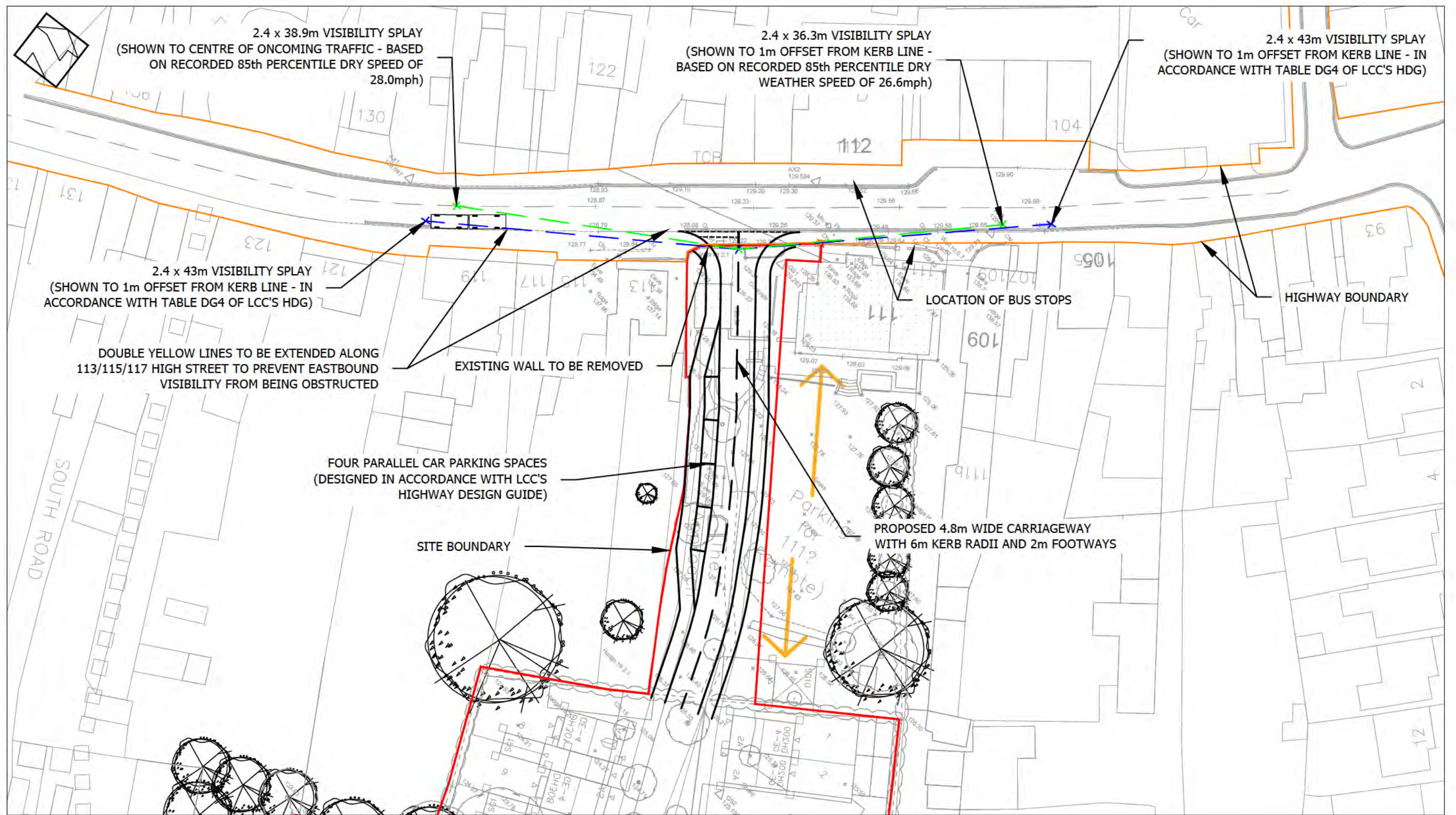
**nineteen47**  
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project	High Street, Istock	
Drawing Title	Illustrative Layout	
Project Code	Drawing Nr	Rev
n1488	006-03	A
Date	Drawing Scale	
16.11.2021	1:500 @ A1	



## Appendix B: Proposed Access Junction Layout






Rev	Description	Date
P4	On-site Parking	12/01/2021
P3	Added Highway Boundary	06/01/2021
P2	Updated Redline	05/01/2021

Project:  
**Proposed Residential Development,  
 High Street, Ibstock**

Title:  
**Proposed Access Junction Layout -  
 4.8m Wide Carriageway**

Client:

Drg Size: <b>A3</b>	Scale: <b>1:500</b>	Date: <b>09/12/2020</b>
Drg No: <b>ADC2018-DR-003</b>		Rev: <b>P4</b>

## Appendix C: 3D Visualisations of the Site Access



Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

**East Midlands**

4 The Courtyard, Church Street, Lockington,  
Derbyshire, DE74 2SL  
T 01509 670806  
E EastMidlands@pegasusgroup.co.uk  
Offices throughout the UK.

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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](http://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	Melanie	
Last Name	Mitchell	
Job Title (where relevant)	Parish Clerk & RFO	
Organisation (where relevant)	Osgathorpe Parish Council	
House/Property Number or Name	N/A	
Street	N/A	
Town/Village	N/A	
Postcode	N/A	
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?	y	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.

**Draft Policy S3 – (1) (a).** The wording “Well-related” lacks clarity and is open to interpretation. We suggest it is replaced with the following “well integrated and in keeping with existing local development”.  
Draft

### Policy AP8

**(4)** Based on recent experience, we strongly recommend that arrangements for the management and maintenance of the SUDS over the whole period they are needed should be contained in a S106 Agreement. The absence of proper management and/or maintenance can have serious repercussions for properties located in flood zones 2 and 3.

**Para 6.70** The NWLDC Register of self-build and custom housebuilding is not fully aligned with National Planning Policy in so far as it is not reviewed annually and does not levy an administrative fee.

The Self-build and Custom Housebuilding Act 2015 requires NWLDC to maintain a register, The Register’ of persons expressing an interest in self-build and custom house building. The Self-build and Custom Housebuilding (Time for Compliance and Fees) Regulations 2016 provide that an authority may charge a fee to a person wishing to be placed on the Register and thereafter an annual fee. The fees charged by an authority are to be set at a level which covers its reasonable costs in maintaining the Register. Charging fees is not only a means by which the Council can ensure maintenance of the Register is cost neutral, it also reduces the risk of applications which are not genuine.

NWLDC does not currently charge any fees to persons applying to be on the Register. Consequently this is likely to result in developers seeking to artificially inflate the number of entries on the Register. Also, once an entry is made, that person remains on the Register in perpetuity. The Council’s current approach allows for entries to be made even if the person does not wish/expect to develop a property more than three years in the future. This means the Council’s Register is most likely over-stating the amount of interest. 2 Furthermore, the manner in which the Register is maintained by the District Council means

that there is no annual review of whether entries made in a prior year remain relevant / applicable. This is likely to be challenged at future planning appeals.

These are matters that the District Council should address without delay as accurate data will most certainly become a material factor in future planning appeals. Also, NWLDC is missing out on securing an available revenue streams.

**Draft Policy H7**

**(2)(b)** To minimise the risk of developer(s) seeking to manipulate the sales process by setting too high an asking price, then any plot not sold after being marketed at the open market valuation, for a period of at least 12-months the plot should be offered to the self-build market through an open auction process.

**(3)(a)** See above comments re para 6.70. The wording of this part of the draft policy would be acceptable only if the Council's Self and Custom Build House Register is reviewed annually and charges for registration are levied by the Council.

**(3)(d)** The word "reasonable" is not sufficiently precise.

**(3)(e)** The word "reasonable" is not sufficiently precise.

The Parish Council will welcome an opportunity to discuss its feedback, especially regarding the Planning Authority's Self and Custom Build Register. To this end please do not hesitate to contact the Parish Council via the Parish Clerk.

**Declaration**

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

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

Signed: *M J Mitchell*

Date: 15<sup>th</sup> 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](mailto:planning.policy@nwleicestershire.gov.uk).

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or  
Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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



## North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

### Land at Money Hill, Ashby-de-la-Zouch

Representations made on behalf of Bloor Homes Midlands and Taylor Wimpey  
Strategic Land

On behalf of **Bloor Homes Midlands and Taylor Wimpey Strategic Land**

Project Ref: 333100814/A5/SL/GJ | Rev: 1 | Date: March 2024





Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

Land at Money Hill, Ashby-de-la-Zouch

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## Document Control Sheet

**Project Name:** Land at Money Hill, Ashby-de-la-Zouch

**Project Ref:** 333100814

**Report Title:** Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

**Doc Ref:** 333100814/A5/SL/GJ

**Date:** March 2024

	Name	Position	Signature	Date
<b>Prepared by:</b>	SL	Planner	SL	March 2024
<b>Reviewed by:</b>	GJ	Associate Planner	GJ	March 2024
<b>Approved by:</b>	KV	Planning Director	KV	March 2024
<b>For and on behalf of Stantec UK Limited</b>				

Revision	Date	Description	Prepared	Reviewed	Approved
1	March 2024	Final Draft	SL	GJ	KV

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

Land at Money Hill, Ashby-de-la-Zouch

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Appendix 1: Site Location Plan (Drawing No. BM-M-01-2-D)

Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

Land at Money Hill, Ashby-de-la-Zouch

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# 1 Introduction

## 1.1 Introduction

- 1.1.1 Stantec is instructed by Bloor Homes Midlands and Taylor Wimpey Strategic Land to prepare representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18) consultation, including relevant documents within the evidence base.
- 1.1.2 These representations follow the structure of the Draft Local Plan consultation documents and seek to respond to the questions posed within the document, where relevant.
- 1.1.3 Bloor Homes Midlands and Taylor Wimpey Strategic Land are working in partnership to bring forward a residential led development for approximately 1,200 dwellings, as recognised within the new Local Plan as Site Allocation A5 (Money Hill, Ashby-de-la-Zouch). Land at Money Hill, Ashby-de-la-Zouch (the 'Site') is allocated within the adopted Local Plan (Site Reference A5) and the new Local Plan seeks to carry this allocation forward.
- 1.1.4 We are continuing to support the allocation of the Site within the Draft Local Plan on behalf of Bloor Homes Midlands and Taylor Wimpey Strategic Land.
- 1.1.5 These representations relate to the following Draft North West Leicestershire Local Plan 2020 - 2040 Regulation 18 consultation documents:
- Proposed Policies for Consultation;
  - Ashby-de-la-Zouch Draft Policies Map;
  - Proposed Housing and Employment Allocations; and
  - Limits to Development.
- 1.1.6 The following supporting document is appended to these representations:
- Appendix 1: Site Location Plan (Drawing No. BM-M-01-2-D).
- 1.1.7 The wider Site at Land at Money Hill, Ashby-de-la-Zouch has the capacity to deliver approximately 1,200 dwellings, including land for a primary school, areas of public open space and land for employment uses. The allocation of the Site continues to form a logical and sustainable extension to the settlement of Ashby-de-la-Zouch and will see the delivery of an attractive, high quality and locally distinctive place to live.
- 1.1.8 Bloor Homes Midlands and Taylor Wimpey Strategic Land welcome the opportunity to comment on the Draft Local Plan 2020 - 2040 and look forward to engaging with the Council further in respect of the delivery of the Site.

## 2 Draft North West Leicestershire Local Plan 2020 – 2040 Proposed Policies for Consultation

### 2.1 Proposed Policies

- 2.1.1 The Draft North West Leicestershire Local Plan 2020 – 2040 Proposed Policies consultation document presents the Councils initial proposals for the future of North West Leicestershire. The document sets out the draft policies which North West Leicestershire District Council (NWLDC) is proposing should form part of the new Local Plan for North West Leicestershire.

### 2.2 Plan Objectives

- 2.2.1 The Plan objectives, in overall terms, provide a guiding framework for the Plans policies and proposals. A total of 11 objectives are listed which relate to elements such as: ensuring the delivery of new homes; achieving high quality development; supporting the districts economy; reducing the need to travel; ensuring sufficient infrastructure; etc.
- 2.2.2 Bloor Homes Midlands and Taylor Wimpey Strategic Land agree with the range of Plan objectives given the proposals at Money Hill will be delivered in accordance with these objectives. However, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to submit further comments on the objectives as a part of the Local Plan process.

### 2.3 Draft Policy S1 (Future Development Needs)

- 2.3.1 Paragraph 61 of the National Planning Policy Framework (NPPF, December 2023) advises that to determine the level of housing need, strategic policies should be informed by a local housing need assessment, conducted using the standard method, as set out within the Planning Practice Guidance (PPG), unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals.
- 2.3.2 Draft Policy S1 informs that the housing requirement for North West Leicestershire consists of 686 dwellings each year and 13,720 dwellings over the Plan period of 2020 – 2040, as set out within the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022).
- 2.3.3 Paragraph 22 of the NPPF sets out that strategic policies should look ahead over a minimum 15 year period from adoption to anticipate and respond to long term requirements and opportunities. The most recent Local Development Scheme (LDS) (January 2022) anticipated that the new Local Plan would be adopted mid-2024. This is clearly no longer achievable and it is now apparent that there are delays with the new Local Plan timetable and anticipated adoption. In this regard, it is therefore critical that the Plan period is extended to ensure that it covers a minimum period of 15 years post adoption, as set out within the NPPF.
- 2.3.4 A review of the evidence base advises that a Local Housing Needs Assessment (LHNA) (October 2019) and the Leicester and Leicestershire Housing and Economic Needs Assessment (HEDNA) (June 2022) have been used to inform the development needs of the District. It is considered that the LHNA is now outdated and may not be based on the most up to date needs. Albeit, it is noted that the Leicester and Leicestershire HEDNA is more up to date and takes account of unmet needs from the wider Leicestershire housing market area. The figure of 13,720 dwellings across the Plan period appears to be based on the needs of both North West Leicestershire, and Leicester and Leicestershire. It is however important that this

Land at Money Hill, Ashby-de-la-Zouch

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figure is updated to take account of an appropriate Plan period and is also stated as a minimum requirement.

- 2.3.5 With regards to affordable housing needs, it is noted that the Housing and Economic Needs Assessment (2022) concludes that there is a need for up to 382 affordable homes of all tenures per year and the equivalent figure in the LHNA is 387 affordable homes. However, the standard method results in a minimum annual housing need for 372 dwellings each year in North West Leicestershire. Taking these figures into account, it is concerning to see that the standard method minimum figure does not accommodate the required annual affordable housing need figures, never mind the required market need figures. As such, it is considered that the overall housing need figures will need to be reviewed further by NWLDC.
- 2.3.6 Paragraph 85 of the NPPF sets out that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. With regards to employment land need, NWLDC commissioned the North West Leicestershire – The Need for Employment Land study in 2020 to assess how much ‘general needs’ employment land would be needed over the lifetime of the Plan. The study suggested that there was a need for 255,090 sqm (2017 – 2040) of new employment floorspace. The Employment Topic Paper identifies that the employment needs have derived from the 2020 Study, which has been rolled forward an additional year. The Council consider that the 2020 study provides a more detailed and locally specific view of employment need than the HEDNA. We would agree with this.
- 2.3.7 The Council advise at paragraph 4.14 of the consultation document that taking account of ‘the amount of development which has already been built and permitted, and the land allocated at Money Hill’, the net requirements (2023 – 2040) are up to 10,506sqm of new office floorspace and at least 114,562sqm of industrial and smaller-scale warehousing. It is however important to note that the study used to inform the need for employment land was published in November 2020. Whilst it does provide a more local analysis of the employment market than the HEDNA, since this study was published, the employment market and working patterns have changed following the long-term impacts of Covid.
- 2.3.8 Draft Policy S1 states that “*the requirement for employment land purposes to 2040 is 59,590 sqm for office uses (defined as the former B1 (now part of Class E)) and 195,500 sqm for industrial and small warehousing (defined as Class B2 and Class B8) of less than 9,000 sqm.*” It is critical that these need figures are fully evidenced and justified via up to date evidence to take into account the changes in the market and working patterns post Covid.
- 2.3.9 In support of the proposals at Money Hill, an Employment Land Report has been prepared by Fisher German. Bloor Homes and Taylor Wimpey Strategic Land propose to arrange a meeting with North West Leicestershire District Council to discuss this Report in due course.
- 2.3.10 The Report sets out the characteristics of both the office and industrial / logistics market on a national, regional and sub-regional scale, through a combination of independent market research and analysis of third party data. The Fisher German Report notes that over the last year, the UK economy has faced significant structural changes, with low growth and high inflation rates. In addition to this, in the aftermath of the pandemic and Brexit there has been a shortage of workers coupled with higher labour costs, causing an elevation of prices within the services sector. With regards to the industrial and logistics market for Ashby-de-la-Zouch, it is noted that focus should be had on the ‘small and mid-box’ market rather than large or ‘big box’ delivery. When considering the office market, it is noted that at a national level, the office market has suffered since of the onset of the pandemic with a change in working patterns and trends. It is set out within the Report that Ashby-de-la-Zouch currently has six office buildings which are vacant and available for lease.

2.3.11 The Fisher German Report aims to provide evidenced recommendations for the optimal asset allocation within the land designated for employment use at Money Hill. The Report envisages that the employment land viable and suitable for the Site will consist of up to 8.4ha of both industrial and office uses, rather than the 16ha currently suggested, based on out-of-date evidence. Employment land requirements within Policy S1 should be updated accordingly.

2.3.12 Point 5 of Draft Policy S1 sets out that in meeting the future development needs of the District, new development will be required to contribute towards meeting the Local Plan objectives, with a particular emphasis on high quality design, addressing climate change and reducing carbon emissions, delivering new infrastructure, and contributing towards creating healthy places. As referenced earlier, the proposals at Money Hill will be delivered in accordance with the proposed Local Plan objectives and deliver a high-quality sustainable scheme.

**2.3.13 Overall, it is requested that Draft Policy S1 takes into account the following:**

- **Extend the Plan period to a minimum of 15 years from the date of adoption. Housing and employment figures will need to be amended accordingly;**
- **Housing targets should be stated as a minimum; and**
- **Note that the North West Leicestershire – The Need for Employment Land (2020) was based on employment and working patterns prior to the long-term impacts of Covid.**

## **2.4 Draft Policy S2 (Settlement Hierarchy)**

2.4.1 Paragraph 20 of the NPPF requires strategic policies to set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for housing, employment, retail, leisure, infrastructure and community facilities.

2.4.2 Draft Policy S2 confirms that the strategy of this Plan is to direct new development to appropriate locations within the Limits to Development consistent with the settlement hierarchy. Draft Policy S2 recognises Ashby-de-la-Zouch as a Key Service Centre. The Key Service Centres are considered to play an important role in providing services and facilities to the surrounding area and are accessible by some sustainable transport. It is noted that a significant amount of development will take place in these settlements but less than that in the principal towns.

2.4.3 Bloor Homes Midlands and Taylor Wimpey Strategic Land welcome the recognition of Ashby-de-la-Zouch as a Key Service Centre and that a significant proportion of development will take place here.

## **2.5 Draft Policy AP1 (Design of New Development)**

2.5.1 Section 12 of the NPPF sets out how well-designed places should be achieved. Paragraph 31 considers that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Paragraph 133 goes on to inform that local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, which reflect local character and design preferences.

2.5.2 NWLDC are currently in the process of updating their Good Design Supplementary Planning Document (SPD) so that it is consistent with the principles of the National Design Guide and National Model Design Code. The Council consider that the new Local Plan will need to reflect the changing national policy context on design and Draft Policy AP1 will be provided in tandem with the Good Design SPD.



2.5.3 Given no further information on the updating of the Good Design SPD is available to view online and no proposed wording for Draft Policy AP1 is provided at this stage, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on Draft Policy AP1 as the Local Plan process and Good Design SPD progress.

## 2.6 Draft Policy AP2 (Amenity)

2.6.1 Paragraph 191 of the NPPF requires planning policies and decisions to ensure that new development is appropriate for its location, taking into account the likely effects of pollution on health, living conditions and the natural environment.

2.6.2 Draft Policy AP2 proposes that new development should be designed to minimise its impact on the amenity and quiet enjoyment of both future and existing residents in the vicinity of the development. Development proposals will be supported where they do not have a significant adverse effect on the living conditions of existing residents and do not generate a level of activity, noise, vibration, pollution or unpleasant odour emission which would have an adverse impact on amenity and living conditions.

2.6.3 On the basis that the proposals for Money Hill will be designed to minimise any impact on the amenity of both future and existing residents, Bloor Homes Midlands and Taylor Wimpey Strategic Land broadly agree to the principle of Draft Policy AP2.

## 2.7 Draft Policy AP3 (Renewable Energy)

2.7.1 NWLDC advise that their Renewable and Local Carbon Energy Study (2021) provides evidence on the likely technical potential of different forms of renewable energy and low carbon energy in the District. The study identifies that the main opportunities of NWLDC going forward will be wind energy, solar energy and heat pumps. Whilst the principle of working towards renewable is supported, it is considered that the study should make further reference to the need to review sites on a site by site basis, having regard to viability, feasibility and local context.

2.7.2 Draft Policy AP3 states that “*proposals for renewable energy generation as part of new housing developments should be proportionate to the scale of the proposed development and appropriate to their setting.*” However, it is considered that renewable energy generation as a part of new housing developments should be judged on a site by site basis and the relevant viability / site context considerations taken into account.

2.7.3 **Overall, it is requested that Draft Policy AP3 takes into account the following:**

- **Has regard to the need to review sites on a site by site basis and take into account viability, feasibility and local context.**

## 2.8 Draft Policy AP4 (Reducing Carbon Emissions)

2.8.1 Paragraph 157 of the NPPF considers that the planning system should support the transition to a low carbon future in a changing climate.

2.8.2 Paragraph 5.25 of the consultation document advises that the Council declared a climate emergency in June 2019 and in 2020 adopted ambitious targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050. NWLDC published a Zero Carbon Roadmap and accompanying Action Plan in 2020. The Roadmap Report confirms that a baseline year of 2016 has been adopted in the assessment as it is the latest year for which full emissions reporting is available. The Action Plan (2020) then focuses on carbon emissions, their sources and how to reduce them over the next 3 years. Given the Roadmap Report and Action Plan were published in 2020, with a baseline year of 2016, it is considered that this

evidence is now outdated. As such, additional up-to-date evidence should be prepared by the Council to support their aim of being a net zero carbon district by 2050.

- 2.8.3 It is noted at paragraph 5.28 of the consultation document that changes to Building Regulations came into effect in June 2022 and as such, it was agreed by the Council that Local Plan policy would not repeat the requirements set out in Building Regulations. This approach is broadly supported. It is then noted at paragraph 5.29 that Members have agreed to revise the policy wording to remove requirements for a Whole Life Cycle carbon assessment which could affect development viability and add significantly to the resource burden of the Council. This is also supported.
- 2.8.4 NWLDC consider that the move to the Future Homes Standard in the early years of this Local Plan, coupled with the 2022 Building Regulations in respect of reducing carbon emissions from new buildings, will deliver significant and meaningful contributions to achieving a zero carbon future for the District. As such, the Local Plan does not require energy efficiency standards that go above the Building Regulation requirements at the present time. The new Local Plan does, however, require a number of other measures that seek to contribute towards a reduction in carbon emissions in the District, which include:
- Energy hierarchy (energy reduction, energy efficiency, renewable energy, low carbon energy, and conventional energy);
  - Whole lifecycle carbon emissions; and
  - Carbon offset fund.
- 2.8.5 Draft Policy AP4 sets out that development is required to contribute to the Councils aim for a carbon neutral District by 2050. To achieve this, all new development will be required to demonstrate the following:
- a) Achieve the relevant energy efficiency targets at the time an application is determined;
  - b) Demonstrate that measures have been taken to minimise energy consumption; and
  - c) Major developments will be required to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.
- 2.8.6 The current wording of ‘development is required’ and ‘all new development will be required to’ does not provide any scope for flexibility or the consideration of the context of a particular site. With this in mind, it is considered that there should be some flexibility within the policy to consider site specific constraints and viability implications. Further to this, the draft policy should be explicit and clear in setting out the requirements for reducing carbon emissions. Draft Policy AP4 should make reference to the Future Homes Standards and the Building Regulations as the appropriate standards of development for energy efficiency targets at the time. This is particularly relevant given the Department for Levelling Up, Housing and Communities (DLUHC) are currently consulting on ‘The Future Homes and Building Standards’.
- 2.8.7 On this basis, Bloor Homes Midlands and Taylor Wimpey Strategic Land are not in agreement with its current wording / requirements. As such, it is considered that the wording of this policy should be reviewed further by NWLDC as a part of the Local Plan process.
- 2.8.8 Overall, it is requested that Draft Policy AP4 takes into account the following:**
- **Flexibility within the policy to consider site specific constraints and viability implications;**

- **Reference to The Future Homes Standards and Building Regulations as the appropriate standards of development for ‘energy efficiency targets at the time’; and**
- **Up to date evidence to support the Councils aim of being net zero by 2050.**

## **2.9 Draft Policy AP5 (Health and Wellbeing)**

2.9.1 Draft Policy AP5 has been drafted with the view of complementing other policies in the Local Plan which guide the location and design of new development, as well as the protection of the natural environment. The policy goes on to advise that development which maintains and improves the health and wellbeing of residents will be supported. Health considerations will be embedded in decision making and the Council will support the creation of a high quality, accessible and inclusive environment.

2.9.2 Draft Policy AP5 goes on to list out measures which the Council will implement to achieve this which include:

- a) Ensure homes are high quality, good homes and allow people to live healthy lives within them and remain in their homes for longer.
- b) Facilitate the creation of healthy and resilient communities with opportunities for social interaction, and where people feel safe.
- c) Support the delivery of a safe walking and cycling network to increase access to active travel, considering active design within development and connections with the wider community, services and employment opportunities.
- d) Promote and increase access to, and the protection and improvement of, green and blue spaces, sports facilities and play and recreation opportunities.
- e) Maintain and improve accessibility to healthcare, social care, education and community facilities and wider support services.
- f) Prevent negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
- g) Support healthy eating and promote healthy food choices, through opportunities for sustainable food development, such as allotments and community growing places, and controlling the location of, and access to, take away uses.

2.9.3 Taking the above into account, it is considered that the proposals at Money Hill accord with all of the measures listed within Draft Policy AP5. As such, Bloor Homes Midlands and Taylor Wimpey Strategic Land are broadly supportive of the principle of Draft Policy AP5.

## **2.10 Draft Policy AP6 (Health Impact Assessments)**

2.10.1 The PPG recognises that a Health Impact Assessment (HIA) is a useful tool to use where there are expected to be significant impacts from a development (Paragraph 005 Ref: ID:53-005-20190722). However, it is noted that there is no adopted standardised HIA in England which enables local authorities to decide what the process will look like or when it should be required.

2.10.2 Within the emerging Local Plan, NWLDC have considered potential triggers to identify when a HIA is considered to be necessary. These triggers include:

1. The Local Planning Authority to work with Public Health (Leicestershire) and identify those Local Plan site allocations where a HIA would be required. If it is concluded that a HIA is needed, this would be identified as a policy requirement for the specific site allocation.
  2. Identification of a numerical threshold, such as the number of dwellings, where a HIA would be required. For example, this could be for larger scale developments.
  3. For smaller sized developments, consider the identification of key geographical areas where a HIA will be required, where there are issues surrounding health inequality and/or the vulnerability of the population.
- 2.10.3 If the Council are to pursue one of the potential triggers, it is considered that trigger 2 would be the most suitable. This is on that basis that it would ensure localised standards for all applications of a particular size across the District, providing certainty for developers. As such, it is considered that the identification of a numerical threshold, such as the number of dwellings, would provide consistency for NWLDC.
- 2.10.4 It is noted that at this stage, work is ongoing on Draft Policy AP6 and NWLDC are not at a stage to propose a HIA draft policy. Therefore, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on the wording of Draft Policy AP6 as the Local Plan progresses.

**Overall, it is suggested that Draft Policy AP5 takes a standardised threshold approach to requiring HIA's for development across the District.**

## 2.11 Draft Policy AP7 (Flood Risk)

- 2.11.1 Paragraph 157 of the NPPF advises that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk. Paragraph 159 adds that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change.
- 2.11.2 Draft Policy AP7 confirms that flood risk will be managed by directing development to areas with the lowest probability of flooding. Proposals will be supported where a site specific Flood Risk Assessment (FRA), flood protection / mitigation measures, and the development does not place itself or existing land / buildings at increased risk of flooding. Draft Policy AP7 is worded as follows:
- 1) Flood risk will be managed by directing development to areas with the lowest probability of flooding with reference to the Environment Agency flood risk maps and the Council's Strategic Flood Risk Assessment (SFRA) unless a Sequential Test and, if necessary, an Exception Test demonstrates the development is acceptable.
  - 2) Proposals will be supported where:
    - (a) A site-specific Flood Risk Assessment (if required), fully considers the issues of flooding from sewers, canal infrastructure failure, groundwater rising from former coal mining areas, and watercourses; and
    - (b) Flood protection / mitigation measures appropriate to the level and nature of flood risk and are agreed and secured and measures put in place for their implementation and maintenance; and
    - (c) The development does not place itself or existing land or buildings at increased risk of flooding. For a greenfield site the rate of runoff from the developed site should be no

greater than the existing rate of runoff from the site. For a development on previously developed (brownfield) land, the rate of runoff should not exceed the runoff from the site in its previously developed condition.

- 2.11.3 With regards to part 2a, it is considered that the 'groundwater risk from former coal mining areas' is a very specific requirement and it is unclear within the Draft Policy as to how this would be specifically addressed without a detailed site investigation / ground investigation being completed at the same time as a FRA. As such, it is considered that further clarification should be provided on this matter.
- 2.11.4 Notwithstanding the above, overall it is considered that this Draft Policy is in broad accordance with the requirements set out in the NPPF.
- 2.11.5 The Site at Money Hill is an existing allocation that has been carried across to the new Local Plan. It is considered that the necessary evidence in relation to flood risk has already been carried out onsite demonstrating that it is not at risk of flooding and will not increase the risk of flooding elsewhere.

## **2.12 Draft Policy AP8 (Sustainable Drainage Systems)**

- 2.12.1 Paragraph 175 of the NPPF informs that major development should incorporate sustainable urban drainage systems (SuDS). As a part of the allocation requirements for Money Hill, SuDS will be delivered onsite within the wider scheme.
- 2.12.2 Draft Policy AP8 requires all major development proposals to include SuDS provision for the management of surface water, unless it can be demonstrated that they are not viable or will adversely affect the environment. All schemes with the inclusion of SuDS should demonstrate that they have considered design, quantity, quality, amenity and biodiversity in relation to the design and layout of SuDS features. Further to this, where appropriate, every effort should be made to link SuDS into wider initiatives to enhance green infrastructure, improve water quality and benefit wildlife and biodiversity. Arrangements must be put in place for the management and maintenance of SuDS over the whole period which they are needed.
- 2.12.3 The District's proposed approach to prioritising SUDs is noted. The flexibility built into the draft policy wording to take account of viability or site specific environmental issues is welcomed and should form part of the final wording for this policy.

## **2.13 Draft Policy AP9 (Water Efficiency)**

- 2.13.1 Paragraph 158 of the NPPF notes that Plans should take a proactive approach to mitigating and adapting to climate change, taking into account long term implications for water supply.
- 2.13.2 Draft Policy AP9 requires all proposals for new residential development to achieve the national optional water efficiency standard of a maximum of 110 litres of water per person per day, which will be secured by a planning condition.
- 2.13.3 It is noted and welcomed that NWLDC are not seeking to impose water efficiency standards over and above the national requirements. However, it is considered that some form of flexibility should be included within the policy wording to ensure that new residential developments are not restricted or limited on accounts of water efficiency where viability or site specific constraints impact the ability to achieve this.

### **2.13.4 Overall, it is requested that Draft Policy AP9 takes into account the following:**

- **Flexibility within the wording of the policy to ensure that residential developments are not restricted on accounts of water efficiency.**

## 2.14 Draft Policy H1 (Housing Strategy)

- 2.14.1 Paragraph 60 of the NPPF advises that to support the Government's objective of significantly boosting the supply of homes, it is essential that a sufficient amount and variety of land can come forward where it is needed. The overall aim should be to meet as much of an area's identified housing need as possible, including an appropriate mix of housing types for the local community.
- 2.14.2 The supporting text to the policy (paragraph 6.5) sets out that new developments will be expected to provide a range of house types and sizes, whilst also providing much needed affordable housing. To note, the proposals at Money Hill will deliver a range of house types of various sizes, alongside the provision of affordable housing. With this in mind, it is important to consider that any draft policy relating to housing mix should not be overly prescriptive and should have regard to proposals being considered on a site by site basis to ensure that the draft policy is workable and viable.
- 2.14.3 Point 1 of Draft Policy H1 confirms that in accordance with Draft Policy S1, provision will be made to address the housing requirement of 13,720 new dwellings in the period to 31<sup>st</sup> March 2040 and will include both affordable and market housing. As previously raised within these representations, parts of the evidence base used to inform the development needs of the District are now outdated. Albeit, it is noted that the Leicester and Leicestershire HEDNA is more up to date and takes account of unmet needs from the housing market area. With this in mind, it is considered that the figure of 13,720 dwellings should be viewed as a minimum needs figure and not as the maximum provision. This will ensure that development can be provided for within the District to guarantee that local and wider needs are met and delivered, including the Leicester and Leicestershire HMA.
- 2.14.4 As previously referred to within section 2.3 of these representations, paragraph 22 of the NPPF sets out that strategic policies should look ahead over a minimum 15 year period from adoption to anticipate and respond to long term requirements and opportunities. The most recent Local Development Scheme (LDS) (January 2022) anticipated that the new Local Plan would be adopted mid-2024. This is clearly no longer achievable and it is now apparent that there are delays with the new Local Plan timetable and anticipated adoption. In this regard, it is therefore critical that the Plan period is extended to ensure that it covers a minimum period of 15 years post adoption, as set out within the NPPF.
- 2.14.5 We note that part 3 of Draft Policy H1 advises that *"the total provision made in this Plan includes a 10% flexibility allowance. For the avoidance of doubt, this does not uplift the net housing provision requirement in this policy above that set out in Draft Policy S1."* Given it is proposed that the total provision within this Plan includes a 10% flexibility allowance but does not uplift the net housing provision requirements in Draft Policy H1 above that set out in Draft Policy S1, it is unclear as to what this 10% flexibility allowance is for. As such, it is considered that further clarity should be provided on this and supported by the relevant figures.
- 2.14.6 Part 8 of Draft Policy H1 states that *"applications for major residential development should demonstrate how they will make an **optimal use of land**"* (our emphasis added). As currently worded, it is unclear as to what NWLDC mean by 'optimal use of land' especially as no reference to density has been made within the draft policy. As such, further clarity should be provided by NWLDC on what is meant by 'optimal use of land' in practice and reference to the envisioned density requirements should be made within the draft policy as necessary.

### 2.14.7 Overall, it is requested that Draft Policy H1 takes into account the following:

- **Provides clarity on the 10% flexibility allowance and is supported by the relevant housing figures;**
- **Provide clarity on the ‘optimal use of land’ in practice and the anticipated density requirements; and**
- **Extend the Plan period to a minimum of 15 years from the date of adoption. Housing figures will need to be amended accordingly**

## **2.15 Draft Policy H2 (Housing Commitments)**

2.15.1 Paragraph 6.7 of the consultation document sets out that the Council have provided a list of housing commitments (as at 1<sup>st</sup> April 2023) at Appendix A of the Proposed Housing and Employment Allocations consultation document. Appendix A of the Proposed Housing and Employment Allocations document makes reference to Money Hill and its status as under construction / Local Plan allocation. The recognition of the Site as an ongoing allocation is welcomed by Bloor Homes Midlands and Taylor Wimpey Strategic Land.

2.15.2 Paragraph 6.7 of the consultation document advises that Draft Policy H2 will be updated with a current list of housing commitments at the next stage of the Plan (Regulation 19). The inclusion of the Site within Policy H2 is supported by Bloor Homes Midlands and Taylor Wimpey Strategic Land. However, we reserve the right to comment further on this draft policy once the proposed wording becomes available.

## **2.16 Draft Policy H3 (Housing Provision – New Allocations)**

2.16.1 The Site at Money Hill is recognised as site allocation A5 (Money Hill, Ashby-de-la-Zouch). The Site will deliver approximately 1,200 dwellings in the new Local Plan and is sustainably located within Ashby-de-la-Zouch. However, as no planning application has been submitted for the Site as of yet, the Council consider that there is the opportunity to update the policy requirements for the Site. Given the Council have cross referenced between Draft Policy H3 of the Proposed Policies document and the Proposed Housing and Employment Allocations document, we have responded to Draft Policy H3 within Section 4 of these representations to avoid repetition.

## **2.17 Draft Policy H4 (Housing Types and Mix)**

2.17.1 Paragraph 60 of the NPPF advises that the overall aim should be to meet as much of an areas identified housing need as possible, including with an appropriate mix of housing types for the local community.

2.17.2 The supporting Housing Types Topic Paper (January 2024) prepared by NWLDC sets out the evidence on the housing types and mixes expected for North West Leicestershire. Section 3 of the Topic Paper confirms that a new viability study for affordable housing types will inform the pre-submission (Reg 19) version of the Plan. As this information is not yet available, Bloor Homes and Taylor Wimpey Strategic Land reserve the right to provide further comments on this as a part of the Local Plan process. Section 4 of the Topic Paper goes on to assess the housing mix evidence for North West Leicestershire. It is noted within the Topic Paper that there are differences between the findings of the two evidence base documents (Local Housing Needs Assessment (LHNA) (2019) (and Housing and Economic Needs Assessment (HENA) (2022)) used to help inform the housing mix. The Topic Paper recognises that the LHNA and HENA both consider that “*the recommendations can be used as guidelines to consider the appropriate mix on larger development sites.*” With this in mind, it is considered that reference to this should be made within Draft Policy H4.

2.17.3 Part 2 of Draft Policy H4 sets out that the starting point for the dwelling size breakdown is the Housing and Economic Needs Assessment (HENA) (2022) which is as follows:

	1 Bed	2 Bed	3 Bed	4 Bed
<b>Market</b>	5%	35%	45%	15%
<b>Affordable for Rent</b>	35%	40%	20%	5%
<b>Affordable Ownership</b>	15%	40%	35%	10%

2.17.4 It is not considered to be appropriate for a Local Plan Policy to prescribe a specific housing mix. The proposed mix is based on a June 2022 report. During the life of the Local Plan (likely beyond 2040), housing mix requirements will evolve from the June 2022 position. The prescribed mix also does not take account of local housing needs in settlements of different sizes and characteristics across the District.

2.17.5 It is noted within the draft policy that an allowance for 5% flexibility from the figures above will be allowed. Any further deviation will need to be justified. Notwithstanding our comments above that the Local Plan should not prescribe housing mix; 5% flexibility is not sufficient to respond to specific housing needs of individual locations. It is suggested that 10% flexibility should be allowed to provide further flexibility within the policy.

**2.17.6 Overall, it is requested that Draft Policy H4 takes into account the following:**

- **It is not considered that the Local Plan should prescribe a particular housing mix.**
- **Notwithstanding the above, the policy should allow for a deviation of 10% from the HENA for affordable and market housing.**

## **2.18 Draft Policy H5 (Affordable Housing)**

2.18.1 Paragraph 64 of the NPPF advises that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required and expect it to be met onsite.

2.18.2 It is noted that the HENA concludes that there is a need for up to 382 affordable homes of all tenures per year and the equivalent figure in the LHNA is 387 affordable homes. However, the standard method results in a minimum annual housing need for 372 dwellings each year in North West Leicestershire. Taking these figures into account, it is concerning to see that the standard method minimum figure does not accommodate the required annual affordable housing need figures, never mind the required market need figures. As such, it is considered that the overall housing need figures will need to be reviewed further by NWLDC.

2.18.3 Draft Policy H5 confirms that affordable housing will be provided for onsite as part of major residential and mixed use developments. We note that no affordable percentage requirement has been identified within the draft policy yet by NWLDC. Therefore, the appropriate evidence for the requirement will need to be prepared by NWLDC. Paragraph 34 of the NPPF advises that Plans should set out the contributions expected from development which should include the levels and types of affordable housing provision. However, such policies should not undermine the deliverability of the Plan and in effect should have regard to viability. On this



basis, Draft Policy H5 should include flexibility within the policy to ensure that the requirement is viable and does not prevent affordable provision coming forward on development proposals.

2.18.4 Taking the above into account, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to comment further on Policy H5 and its evidence once the necessary evidence has been prepared to confirm the required affordable housing percentage provision.

## **2.19 Draft Policy H7 (Self-Build and Custom Housebuilding)**

2.19.1 Draft Policy H7 informs that the Council will support proposals for self-build and custom housebuilding as sites defined on the Policies Map and within Key Service Areas.

2.19.2 It is proposed that on general market housing sites of 30 or more dwellings, 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. The evidence to support the need for 5% of a sites capacity as self-build and custom housebuilding plots is set out within the Self-Build and Custom Housebuilding Topic Paper. The Topic Paper advises that 380 self-build and custom housebuilding plots are required during the proposed Plan period. However, the majority of this is based on a 'forecast demand', however the rationale behind how this figure has been derived is unclear.

2.19.3 It is noted that the draft policy allows for flexibility on the 5% requirement where a viability case is evident. This approach is welcomed. However, it is also considered that the requirement for self-build plots should be informed by the Council's self / custom build register and the likely demand for this type of development on a particular site. Albeit, it is important to recognise that the Councils self / custom build register includes those that are interested in a self-build / custom plot and does not take into account their financial circumstances and whether they can afford to pursue a self-build / custom plot.

2.19.4 The draft policy requires self / custom build plots to be marketed for a minimum of 12 months before they can be built out by the developer. 12 months seems excessive and should be reduced to 6 months. If a developer has completed the remainder of the Site prior to the 12 month period expiring, it is unlikely that they will be in a position to return to the Site to 'fill in' any unused custom / self-build plots, particularly if there are only a small number of them. Further to this, on a larger strategic site there are construction related difficulties associated with delivering a self-build plot within a wider development scheme. As such, the District will lose valuable housing completions and this may result in sites with derelict land within them.

2.19.5 With regards to the proposals at Money Hill, 5% of a total of 1,200 dwellings for self-build / custom plots equates to approximately 60 plots. The provision of 60 plots for self-build / custom housebuilding is excessive in one location and as referenced to above, there will be construction difficulties associated with back filling these plots on a site of this scale. With this in mind, it is considered that the draft policy as currently worded will not boost the overall supply of homes within the District and will potentially limit a significant proportion of plots coming forward for development at Money Hill. Therefore, reference should be made to sites being considered on a site by site basis and as such, flexibility should be included within the draft policy.

### **2.19.6 Overall, it is requested that Draft Policy H7 takes into account the following:**

- **Provide evidence to support the forecast demand calculation.**
- **Ensure that any requirement for self / custom build plots are informed by the Council's Register;**
- **Reduce the marketing period from 12 months to 6 months; and**

- **Provide flexibility within the draft policy to allow sites to be considered on a site by site basis for self-build and custom housebuilding plots.**

## 2.20 Draft Policy H10 (Space Standards)

2.20.1 Footnote 52 of the NPPF states “*policies may also make use of the Nationally Described Space Standard, where the need for an internal space standard can be justified.*”

2.20.2 Draft Policy H10 proposes that all new housing will be required to meet or exceed the Nationally Described Space Standard (NDSS) (or any subsequent government update) for gross internal floor areas and storage space. It is considered that further flexibility should be provided within Draft Policy H10 to ensure that viability is considered and individual sites will be reviewed on a site by site basis.

2.20.3 With regards to Draft Policy H10, Bloor Homes Midlands and Taylor Wimpey Strategic Land are of the view that evidence is required by NWLDC to justify the inclusion of NDSS as a Local Plan policy, in accordance with the NPPF. We note that a Space Standard Topic Paper has been prepared by NWLDC to give more detailed background evidence on the subject. It is noted within the Topic Paper that Officers agree that more work to justify the need for the NDSS policy is required. This is agreed. .

**2.20.4 Overall, it is requested that Draft Policy H10 takes into account the following:**

- **Remove reference to the need for all new housing being required to meet or exceed NDDS; and**
- **Provide further flexibility within the policy to take into account viability and the need to review individual sites on a site by site basis.**

## 2.21 Draft Policy H11 (Accessible, Adaptable and Wheelchair User Homes)

2.21.1 Footnote 52 of the NPPF informs that planning policies for housing should make use of the Government’s optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties.

2.21.2 Draft Policy H11 sets out that all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). On housing developments comprising 10 or more dwellings, at least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations and at least 23% of all affordable homes will be required to meet Part M4(3) of the Building Regulations (wheelchair user dwellings).

2.21.3 The supporting text to the draft policy advises that the 2022 HENA identifies a need of 9% of market homes to be wheelchair adaptable (M4(3)(2)(a)) and 23% of affordable homes to be wheelchair accessible (M4(3)(2)(b)). It is noted that these figures are based on the estimates of the number of wheelchair users in the District, together with the relative health of the population. The PPG informs that planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors (Paragraph 009 Ref ID: 63-009-20190626). Given these figures are based on ‘estimates’ it is considered that further evidence on actual need levels should be prepared by the Council as the proposed percentages are considered to be high. Further to this, sites should be reviewed on an individual basis, as recognised within the PPG, with the requirements for accessible homes being advised upon as a part of an applications consultation.

2.21.4 It is considered that the proposed percentage requirements for Draft Policy H11 are too high and should be reduced to a more flexible and viable percentage.

**2.21.5 Overall, it is requested that Draft Policy H11 takes into account the following:**

- **Reduce the proposed percentage requirements for accessible homes to a more viable and flexible percentage;**
- **Provide evidence to support the Council's estimates.**

**2.22 Draft Policies EC1 (Economic Strategy) and EC2 (Employment Commitments)**

2.22.1 Paragraph 85 of the NPPF sets out that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

2.22.2 It is noted that North West Leicestershire has a strong and diverse economy and the need for additional general employment land is measured in the North West Leicestershire - The Need for Employment Land (December 2020) study. The new Local Plan considers that up to 10,500 sqm of office space and at least 114,500 sqm of industrial / smaller warehousing will need to be allocated within the Plan period. It is however important to note that the study used to inform the need for employment land was published in November 2020 and since this study, the employment market and working patterns have changed following the long-term impacts of Covid.

2.22.3 In relation to Draft Policies EC1 and EC2, Draft Policy S1 goes on to advise that the requirement for employment land purposed to 2040 is 59,590 sqm for office uses and 195,500 sqm for industrial and small warehousing of less than 9,000 sqm. It is critical that these need figures are fully evidenced and justified via up to date evidence to take into account the changes in the market and working patterns post Covid.

2.22.4 In support of the proposals at Money Hill, an Employment Land Report has been prepared by Fisher German in support of the Site. As referenced earlier within these representations, Bloor Homes and Taylor Wimpey Strategic Land will seek to arrange a meeting with North West Leicestershire District Council to discuss this Report in due course. The Report sets out the characteristics of both the office and industrial / logistics market on a national, regional and sub-regional scale, through a combination of independent market research and analysis of third party data. The Fisher German Report notes that over the last year, the UK economy has faced significant structural changes, with low growth and inflation rates, in addition to the aftermath of the pandemic and Brexit. With regards to the industrial and logistics market for Ashby-de-la-Zouch, it is noted that focus should be had on the 'small and mid-box' market rather than large or 'big box' delivery. When considering the office market, it is noted that at a national level, the office market has suffered since of the onset of the pandemic with a change in working patterns and trends. It is set out within the Report that Ashby-de-la-Zouch currently has six office buildings which are vacant and available for lease.

2.22.5 The Fisher German Report aims to provide evidenced recommendations for the optimal asset allocation within the land designated for employment use at Money Hill. The Report envisages that the maximum employment land viable and suitable for the Site will consist of up to 8.4ha and comprise of both industrial and office space rather than the 16ha currently suggested, based on out-of-date evidence.

2.22.6 It is proposed that Draft Policies EC1 and EC2 will be included in the next version of the Local Plan (Regulation 19 consultation). Draft Policy EC2 will list sites with planning permission for employment uses where construction has not yet started.

2.22.7 Taking the above into account, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on Draft Policies EC1 and EC2 and the relevant supporting evidence as a part of the Local Plan process.

## 2.23 Draft Policy IF1 (Development and Infrastructure)

2.23.1 Paragraph 7 of the NPPF advises that the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner. Paragraph 8a of the NPPF goes on to recognise that the provision of infrastructure forms part of the economic objective of achieving sustainable development.

2.23.2 Draft Policy IF1 sets out that development will be supported by, and make contributions as appropriate to, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. As a part of the Site allocation (Site Ref. A5), the following supporting infrastructure is proposed at Money Hill:

- Land to accommodate a primary school;
- Areas of public open space;
- SuDS provision;
- Active travel pedestrian and cycle routes, including the retention and enhancement of the existing PRow (O80) onsite;
- Provision for a bus link; and
- Provision for the discharge of wastewater into the River Mease catchment.

2.23.3 Part 4 of the draft policy recognises that facilities can be accommodated either onsite or via an off-site contribution. Part 5 of the draft policy acknowledges the potential need for viability assessments to inform the level of contributions required. Both of these points are welcomed. However, the draft policy should allow for some negotiation to be had between the Council and developers on individual sites. This will enable regard to be had to a sites context and any site specific infrastructure provision.

## 2.24 Draft Policy IF3 (Green and Blue Infrastructure)

2.24.1 Paragraph 20 of the NPPF requires strategic policies to set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for conservation and enhancement of the natural environment, including landscapes and green infrastructure.

2.24.2 Draft Policy IF3 advises that the Council will expect all major development, where appropriate, to contribute towards the delivery of new green infrastructure which connects to and enhances the existing network of multifunctional spaces and natural features throughout the District. It is noted within the policy that existing trees, woodlands and hedgerows should be retained wherever possible.

2.24.3 It is suggested that Part 1 of the draft policy is updated to include the words “...and enhances the existing network of multi-functional spaces and natural features throughout the district **where possible**.” This is in recognition of specific sites locations or constraints that impact on the ability to connect to existing green networks.

2.24.4 The proposals at Money Hill will retain existing green infrastructure where possible and deliver additional tree planting, landscaping, BNG provision, SuDS features and significant public open space.

**2.24.5 Overall, it is requested that Draft Policy IF3 takes into account the following:**

**Rewording of Part 1 as follows: “...and enhances the existing network of multi-functional spaces and natural features throughout the district where possible.”**

## **2.25 Draft Policy IF4 (Open Space, Sport and Recreation Facilities)**

2.25.1 Paragraph 102 of the NPPF informs that access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities and can deliver wider benefits for nature and support efforts to address climate change.

2.25.2 Draft Policy IF4 advises that in order to meet the needs of the community, provision of open space, sport and recreation facilities will be sought as part of new housing developments. However, the scale of new housing developments that this will apply to is yet to be determined. Any open space should be designed as an integral part of the proposed development in accordance with Draft Policy AP1 in respect of design.

2.25.3 The draft policy appears to suggest a more flexible approach to open space and sports provision based on local characteristics and considerations, rather than setting a rigid space standard. This approach is welcomed.

## **2.26 Draft Policy IF5 (Transport Infrastructure and New Development)**

2.26.1 Section 9 of the NPPF focuses on the promotion of sustainable development. Paragraph 109 emphasises that significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.

2.26.2 It is recognised within the supporting text to the policy that the settlement hierarchy (Draft Policy S2) and the Site allocations seek to reduce the need to travel by locating development in the Districts most sustainable locations. This approach is supported.

2.26.3 Paragraph 9.33 of the consultation document informs that highways infrastructure must be designed in accordance with the North West Leicestershire Good Design SPD and the Leicestershire Highways Design Guide, both of which are in the process of being updated and are due to be in the public domain before the next stage of the Local Plan consultation (Regulation 19). As such, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on Draft Policy IF5 once the relevant evidence is available to view.

2.26.4 Draft Policy IF5 requires all development to provide safe and suitable access for vehicles, pedestrians and where relevant, cyclists. New development that is likely to generate significant amounts of movement on the local highway network will require a Transport Assessment and maximise accessibility by sustainable modes of transport. Draft Policy IF5 goes on to note development that has a demonstrable transport impact will be required to financially contribute towards public transport services, any sustainable transport measures necessary to make the development acceptable, and / or any offsite highways improvements necessary to mitigate the impact of development.

2.26.5 As a part of the proposals for Money Hill, an internal road layout which links to the adjacent committed development and the existing access points onto the A511 (the principal vehicular access), Smisby Road (the secondary vehicular access) and Nottingham Road will be delivered as a part of the development. Active travel pedestrian and cycle routes will be delivered through the Site, providing connections to the adjacent committed development and to Ashby town centre, adjacent employment areas and the wider countryside. The existing Public Right of Way (PRoW) (Ref. O80) will be retained and enhanced onsite. In addition to this, it is recognised within the Site allocation requirements that potential S106 financial contributions may be required in relation to the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways improvements and public transport improvements.

## 2.27 Draft Policy IF8 (Parking and New Development)

2.27.1 Paragraph 111 of the NPPF sets out that if setting local parking standards for residential development, policies should take into account accessibility; type, mix and use; availability of and opportunities for public transport; local car ownership levels; and the need to ensure adequate provision of spaces for charging plug in and other ultra-low emission vehicles.

2.27.2 Draft Policy IF8 recognises that development which will generate vehicle trips must provide appropriate levels of vehicle and cycle parking, having regard to the latest guidance published by Leicestershire County Council and by NWLDC. It is noted within the supporting text to the policy that a review of The Leicestershire Highways Design Guide (2022) and Good Design SPD is currently being undertaken. As such, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on the relevant evidence base and supporting documents.

## 2.28 Draft Policy En1 (Nature Conservation / Biodiversity Net Gain)

2.28.1 Paragraph 180 of the NPPF requires planning policies and decisions to contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

2.28.2 As of the 12<sup>th</sup> February 2024, it became mandatory for all major developments to provide for a 10% Biodiversity Net Gain.

2.28.3 Draft Policy En1 sets out that the Council will seek to conserve and enhance the biodiversity of the District by ensuring that development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined.

2.28.4 For consistency, it is considered that reference should be made to 10% BNG within the policy to ensure regularity between national policy and the new Local Plan.

2.28.5 Part d) seeks to prioritise on-site provision or, where off-site compensation is required, this should be well related to the development. No consideration is afforded to how or where off-site compensation may be accommodated. It is considered beneficial from a biodiversity enhancement perspective for sites to be identified within the Local Plan to provide compensation. This will allow for a comprehensive strategy towards biodiversity enhancements, rather than smaller piecemeal sites as required by the current drafting of the policy.

### 2.28.6 Overall, it is requested that Draft Policy En1 takes into account the following:

- **Make reference to the need for major developments to deliver 10% BNG in accordance with national policy;**
- **Identify locations for off-site compensation within the Local Plan; and**

- **Remove the requirement for off-site compensation to be located close to the development site.**

## **2.29 Draft Policy En2 (River Mease Special Area of Conservation)**

- 2.29.1 As a part of the Site allocation requirements, the proposals for Money Hill are required to provide for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Draft Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease.
- 2.29.2 Draft Policy En2 advises that until such a time as wastewater is pumped out of the River Mease catchment, new development within the catchment will be allowed where there is sufficient headroom capacity available at the named Wastewater Treatment Works to which flows from the development will go, and the proposed development is in accordance with the provisions of the Water Quality Management Plan. Draft Policy En2 then goes on to inform that development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease SAC.
- 2.29.3 Given provision towards the River Mease catchment is already identified within the Site allocation requirements for Money Hill, it is considered that the proposals will not have an adverse impact on the River Mease SAC. However, it is considered that it will be necessary to open dialogue with Severn Trent Water (STW) to ascertain the current headroom within the treatment works in its current state, and if no capacity exists, what works the relevant STW will need to undertake to be able to accept the foul flows generated by the proposals at Money Hill. Further to this, STW will also need to model the impact of the development at Money Hill on their works to identify the duration available to implement engineering works to remove wastewater from the River Mease catchment.

## **2.30 Draft Policy En3 (The National Forest)**

- 2.30.1 Draft Policy En3 sets out that in the National Forest, as defined on the Draft Policies Map, NWLDC will support development that increases woodland cover and ensures the character of the National Forest is enhanced through incorporating a National Forest identity. New development within the National Forest will contribute towards the creation of the forest by providing tree planting and landscaping in accordance with the most up to date National Forest Company's Guide for Developers and Planners.
- 2.30.2 The proposals at Money Hill will provide tree planting throughout the Site and landscaping in accordance with Draft Policy En3. As such, the proposals will be delivered in accordance with Draft Policy En3.

## **2.31 Draft Policy En6 (Land and Air Quality)**

- 2.31.1 Paragraph 180 of the NPPF advises that planning policies and decisions should contribute to and enhance the natural and local environment by preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution, or land instability.
- 2.31.2 Draft Policy En6 informs that planning applications for development that are likely to result in significant adverse impacts upon air quality must be accompanied by an air quality assessment and where necessary, provide appropriate mitigation. With regards to land quality, planning applications for development on land that had the potential for land instability, or contamination,

or is located within a Coal Authority Development High Risk Area must be accompanied by a detailed investigation and where necessary, provide appropriate mitigation measures.

2.31.3 The allocation at Money Hill is required to provide a Mineral Assessment for at, or near, surface coal, and provide a Coal Mining Risk Assessment. However, it is envisioned that the proposals will not have an adverse impact on land or air quality, in accordance with Draft Policy En6.

### **2.32 Draft Policy En7 (Conservation and Enhancement of the Historic Environment)**

2.32.1 Paragraph 196 of the NPPF informs that Plans should set out a positive strategy for the conservation and enjoyment of the historic environment.

2.32.2 The supporting text to Draft Policy En7 recognises that Ashby-de-la-Zouch is the primary historic settlement in the District. The settlement core is a designated conservation area and contains various listed buildings.

2.32.3 The proposals at Money Hill are located on the edge of the settlement, away from the designated conservation area core. As such, it is considered that the development of the Site will not have an impact on the local historic environment.

2.32.4 Draft Policy En7 proposes that the Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist through the District. NWLDC will ensure that buildings, settlement patterns, features and spaces which form part of the significance of heritage assets and their settings are retained.

2.32.5 Bloor Homes Midlands and Taylor Wimpey Strategic Land broadly agree with the principle of Draft Policy En7 on the basis that the proposals at Money Hill will have no real impact on the Ashby-de-la-Zouch conservation area.



## **3 Draft North West Leicestershire Local Plan 2020 – 2040 Policies Map**

### **3.1 Ashby-de-la-Zouch Draft Policies Map**

- 3.1.1 As a part of the Regulation 18 consultation, NWLDC have published a Draft Policies Map which shows the proposed policies and proposals in map form.
- 3.1.2 The Site is recognised within the Ashby-de-la-Zouch Policies Map as a new housing allocation (Draft Policy H3). Land at Money Hill, Ashby-de-la-Zouch is identified as Site Allocation A5. A review of the Policies Map confirms that:
- The Site is located within the Limits to Development (Draft Policy S4);
  - Is identified as a Housing Provision New Allocation (Draft Policy H3);
  - Is located within the River Mease Catchment (Draft Policy En2); and
  - Is located within the National Forest SAC (Draft Policy En3).
- 3.1.3 The location of the Site within the limits to development and as a new housing allocation is supported by Bloor Homes Midlands and Taylor Wimpey Strategic Land.

## 4 Draft North West Leicestershire Local Plan 2020 – 2040 Proposed Housing and Employment Allocations

### 4.1 Proposed Housing and Employment Allocations

- 4.1.1 Paragraph 3.4 of the Proposed Housing and Employment Allocations document makes reference to the proposed housing commitments from 2023 to 2040. Part of the proposed housing commitments consists of dwellings which are allocated within the adopted Local Plan. This is applicable to the Site at Money Hill where part of the Site has planning permission and is under construction, but the remainder (around 1,200 dwellings) is allocated and does not yet have planning permission.
- 4.1.2 It is recognised within the Proposed Housing and Employment Allocations document at paragraph 4.45 that Ashby-de-la-Zouch is a Key Service Centre and forms the second tier of North West Leicestershire's settlement hierarchy.
- 4.1.3 As previously referenced to within these representations at section 2.16, the Site is carried forward from the adopted Local Plan to the new Local Plan as a housing allocation (Ref. A5) for approximately 1,200 dwellings. Site Allocation A5 is proposed as follows:
- 4.1.4 Money Hill (A5), as shown on the Policies Map, is allocated for:
- (a) *Around 1,200 homes*
- 4.1.5 Constraints mapping and feasibility work is still under way for the Site. As such, the number of dwellings which can be accommodated on the Site is unknown and may exceed 1,200. Bloor Homes Midlands and Taylor Wimpey Strategic Land will liaise with NWLDC as new information in this regard becomes available.
- (b) *Provision of affordable housing in accordance with Draft Policy H5*
- 4.1.6 At present, no affordable housing percentage provision requirements or supporting viability evidence have been confirmed within Draft Policy H5 and as such, it is unclear as to how much affordable housing the Site will need to deliver. On this basis, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to comment further on the proposed affordable housing requirements and the evidence base behind this. Further to this, viability will also need to be taken into account.
- (c) *Provision for self-build and custom housebuilding in accordance with Draft Policy H7*
- 4.1.7 Our response to draft Policy H7 raises concerns regarding the provision of self / custom build housing and how this will be delivered through the Local Plan. Evidence of the need / demand for custom / self-build housing in this location should be evidenced through the Council's Register.
- (d) *Land to accommodate a [TBC] form entry primary school*
- 4.1.8 Bloor Homes Midlands and Taylor Wimpey Strategic Land acknowledge the need to provide a primary school as part of the Money Hill development. As drafted, the allocation is unclear as to how many form entries will be required. We are seeking to liaise with the Local Education Authority to establish this requirement as early as possible.

*(e) Around 16ha of employment land (offices, industry and warehousing)*

4.1.9 The Fisher German Report identifies that the maximum amount of employment land which could be supported on the Money Hill Site is up to 8.4ha. The Report highlights that, whilst there is a continued demand for industrial / logistics floorspace in Ashby-de-la-Zouch, the market is not as strong as it was pre-Covid. In terms of the office market there are high vacancy levels in the local market which would compete with any provision on the Site and is therefore likely to be unviable. As such, it is requested that the proposed allocation is amended to include 'up to 8.4ha of employment land'.

*(f) Areas of public open space*

4.1.10 The Money Hill Site will include areas of publicly accessible open space, including play provision.

*(g) Surface water drainage provision (SuDS)*

4.1.11 Where possible, the Site will be designed to accommodate SuDS.

4.1.12 The allocation identifies that the development of the Site will be subject to the following requirements:

*(a) An internal road layout which links to the adjacent committed development and the existing access points on to the A511 (the principal vehicular access), Smisby Road (the secondary vehicular access) and Nottingham Road;*

4.1.13 Bloor Homes Midlands and Taylor Wimpey Strategic Land's Highways Consultant are currently undertaking pre-application discussions with the Highways Authority. The above requirement will form part of these discussions.

*(b) Provision of active travel pedestrian and cycle routes through the site providing connections to the adjacent committed development and to Ashby town centre, adjacent employment areas and the wider countryside;*

4.1.14 Cycle and pedestrian connections will link the Site with the wider settlement of Ashby-de-la-Zouch to the south and the countryside to the north. Links will be provided to the employment area within the Site and the part of the wider allocation which is already under construction.

*(c) Provision for a bus link through the Site;*

4.1.15 Key vehicular routes through the Site will be designed to accommodate busses.

*(d) Retention and enhancement of the existing public right of way crossing the Site (O80);*

4.1.16 The existing PRoW will be retained and enhanced as part of the development proposals.

*(e) Existing trees to be retained within the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);*

4.1.17 Where possible, existing trees and vegetation will be retained onsite. The proposed layout and masterplan of the Site will take account of retained trees. An Arboricultural Survey is being prepared to inform the strategy for tree retention.

*(f) Achievement of biodiversity net gain in accordance with national requirements;*

Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

Land at Money Hill, Ashby-de-la-Zouch

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4.1.18 The Site will seek to deliver 10% biodiversity net gain in accordance with the Government's requirements which came into force on 13<sup>th</sup> February 2024.

*(g) Provision of tree planting and landscaping in accordance with Draft Policy En3 (The National Forest);*

4.1.19 Proposals for the Site will incorporate additional tree planting and landscaping where appropriate.

*(h) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Draft Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;*

4.1.20 The proposed development will demonstrate compliance with draft Policy En2 and will be accompanied by a CEMP. It is however considered that the CEMP could form part of the discharge of conditions process, rather than being a requirement of the planning application.

*(i) Provision of a Mineral Assessment for at or near surface coal;*

4.1.21 The planning application will be accompanied by a Mineral Assessment.

*(j) Provision of a Coal Mining Risk Assessment;*

4.1.22 The planning application will be accompanied by a Coal Mining Risk Assessment.

*(k) A comprehensive masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority, for the comprehensive development of the site and its relationship to the existing and committed development in the vicinity and what measures will be put in place to protect the amenity of existing and committed residential areas; and*

4.1.23 Bloor Homes Midlands and Taylor Wimpey Strategic Land will seek to agree a consultation strategy with NWLDC, involving both stakeholders and the local community. This process will inform the masterplan for the Site.

*(l) Any necessary Section 106 financial contributions, including but not limited to primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.*

4.1.24 Bloor Homes Midlands and Taylor Wimpey Strategic Land will consider any requests for Section 106 contributions at the appropriate time as part of the planning application for the Site,. Any requested S106 contributions should be proportionate to the scale of the development and its proposals in accordance with the provisions of the CIL Regulations.

**4.1.25 Overall, Bloor Homes Midlands and Taylor Wimpey Strategic Land support the principle of the allocation for Land at Money Hill, Ashby-de-la-Zouch, but reserve the right to provide further comments on the allocation and the evidence base supporting this once it has become further advanced. It is requested that Site Allocation A5 takes into account the following:**

- **Includes flexibility regarding housing numbers, which will be confirmed following a constraints mapping / feasibility exercise;**

- **Confirms the provision of affordable housing to be delivered onsite whilst having regard to viability;**
- **The provision of self-build and custom housebuilding proposed onsite should be based on local demand and need, and have regard to the financial capabilities of those on the self-build / custom register;**
- **The FE of the primary school will be confirmed and reviewed further by Bloor Homes Midlands and Taylor Wimpey Strategic Land; and**
- **The proposed employment land will be reduced from 16ha to approximately 8ha.**

## **5 Draft North West Leicestershire Local Plan 2020 – 2040 Limits to Development**

### **5.1 Limits to Development**

- 5.1.1 The Draft Limits to Development consultation document has been prepared to distinguish between the settlements and the countryside in planning policy terms. The Limits to Development define the locations where development will be acceptable in principle and in the reverse, where it should be restricted to the circumstances specified in Draft Policy S4 (Countryside). The proposed changes to the Limits to Development have resulted from proposed site allocations which have not been recorded separately as Limits to Development changes.
- 5.1.2 As a part of the Limits to Development for Ashby-de-la-Zouch, no changes are proposed regarding the Money Hill Site. Land at Money Hill is located within the existing Limits to Development and is identified on the Ashby-de-la-Zouch (North) map as a proposed housing allocation.
- 5.1.3 Given there are no proposed changes to the Limits to Development in respect of the Site, Bloor Homes Midlands and Taylor Wimpey Strategic Land have no objections to the Limits to Development in principle.

## 6 Conclusions and Summary

### 6.1 Conclusions and Summary

- 6.1.1 Bloor Homes Midlands and Taylor Wimpey Strategic Land welcome the opportunity to respond to the North West Leicestershire Draft Local Plan 2020 – 2040 Regulation 18 consultation.
- 6.1.2 Bloor Homes Midlands and Taylor Wimpey Strategic Land consider the best way to ensure that the required growth levels can be achieved within the District is to allocate sustainable sites which have access to local services, facilities and transport links, and have the ability to deliver infrastructure. Bloor Homes Midlands and Taylor Wimpey Strategic Land support the principal of the site allocation for Land at Money Hill, Ashby-de-la-Zouch (Ref. A5) and the support shown from the Council in carrying forward the existing allocation into the new Local Plan.
- 6.1.3 The proposals would serve to contribute towards the quantitative and qualitative housing needs (including affordable housing) of the District and the unmet needs of the wider Housing Market Area in a highly sustainable location. The Site will provide additional community benefits including:
- Approximately 1,200 dwellings;
  - Provision of affordable housing;
  - Provision for self-build and custom housebuilding;
  - Land to accommodate a primary school;
  - Employment land;
  - Areas of public open space;
  - SuDS provision;
  - Active travel pedestrian and cycle routes, including the retention and enhancement of PRow O80;
  - Provision of a bus link;
  - Retention of existing trees and provision of tree planting and landscaping; and
  - Delivery of BNG.
- 6.1.4 Bloor Homes Midlands and Taylor Wimpey Strategic Land have previously engaged with NWLDC and look forward to continuing to work collaboratively with the Council to deliver the Site at Money Hill.
- 6.1.5 A Number of comments and suggested amendments to draft policies and the wording of allocation A5 are made within these representations. We would welcome the opportunity to discuss these matters further with NWLDC.
- 6.1.6 We trust the above comments will be taken into consideration as part of the ongoing preparation of the new Local Plan. We look forward to being included in the next stages of the consultation process.

Representations to the North West Leicestershire Draft Local Plan 2020 – 2040 (Regulation 18 Consultation)

Land at Money Hill, Ashby-de-la-Zouch

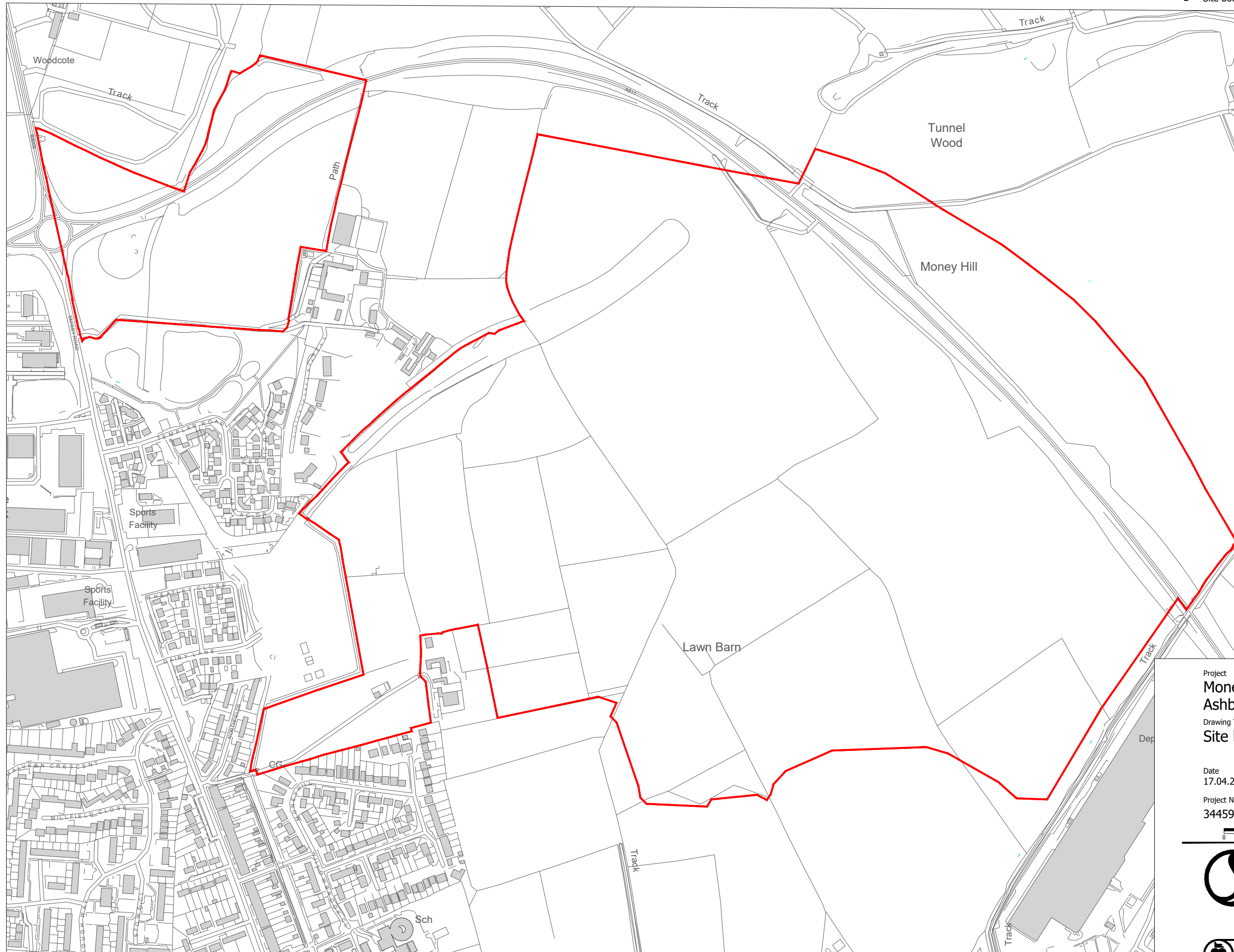
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### **Appendix 1: Site Location Plan**



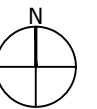
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Revision	Date	Drn	Ckd
D Site boundary updated	03.01.23	SM	RJP

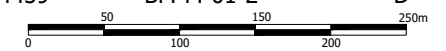


— Site boundary

Project  
**Money Hill,  
 Ashby de la Zouch**  
 Drawing Title  
**Site boundary plan**



Date	Scale	Drawn by	Check by
17.04.23	1:5,000@A3	SM	LH
Project No	Drawing No	Revision	
34459	BM-M-01-2	D	



Stantec UK Limited  
 10th Floor  
 Bank House  
 8 Cherry Street  
 Birmingham  
 B2 5AL  
 T: 0121 633 2900



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# Employment Land Report

Money Hill, Ashby de la Zouch

On behalf of:

Bloor Homes and Taylor Wimpey

March 2024

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## Executive Summary

- This report explores the characteristics of both the office and industrial / logistics market on a national, regional, and sub-regional scale, through a combination of independent market research and analysis of third-party data.
- The report aims to provide evidenced recommendations for the appropriate scale of land allocated to employment use and the optimal asset allocation within this designation.
- The Subject Land, outlined in the draft masterplan, is located in Ashby-de-la-Zouch, a market town and civil parish in the Northwest Leicestershire district of Leicestershire.
- Of The Subject Land, it is recommended that the maximum employment land allocation will be 8.4 ha (20.8 ac).
- Both national and local demand for industrial and logistics property has increased over the last decade, with further growth expected.
- There has been an undersupply of industrial and logistics property over this period, amplified in the small to mid-box sector, with the majority of new stock comprising big-box developments, which are experiencing lower take-up.
- The undersupply of small and mid-box stock has increased competition within this size bracket, ensuring persistently low vacancy rates and accelerated rental growth. It is expected that this rental growth will continue.
- There is limited availability of small and mid-box stock in Ashby-de-la-Zouch. Neighbouring towns are experiencing less constrained availability, but there remains a lack of new build / Grade A property.

- The office market is not as strong as the industrial market. However, high-specification property, which caters for the increasing demand for strong ESG credentials and high specification, continues to attract occupiers. Albeit this trend is strongest in established city office locations.
- Sub-market demand is most prevalent in out-of-town office locations, and for suites of less than 5,000 sq ft.
- Since the onset of the pandemic, office vacancy rates have increased and there is a reasonable amount of out-of-town availability across the sub-market, including 18,000 sq ft at Ivanhoe Business Park, Ashby, which would be in direct competition with any new build stock.
- Construction volumes for offices have fallen sharply and there is a dearth of new build office accommodation in the sub-market and surrounding areas.
- There is a limited amount of emerging employment land in the Ashby-de-la-Zouch area. The Land at Corkscrew Lane, which has a planning application pending for the delivery of up to 500,000 sq ft of B2 / B8 accommodation, is most notable. Albeit this land is not allocated for employment use and is unlikely to be deliverable in time to be considered as direct competition to The Subject Land.
- This reports recommendation is that the land allocated within the draft masterplan is best utilised for the delivery of a mixed-use commercial scheme, comprising a minimum of 75% industrial / logistics accommodation, with the balance allocated to office or quasi-office use.

# 1. Introduction

Fisher German LLP has been invited, jointly by Bloor Homes and Taylor Wimpey, to prepare an employment land report in support of a proposed outline planning application for land at Money Hill, Ashby-de-la-Zouch, herein referred to as 'The Subject Land'. By extension, this report is also intended to support the plan promotion of The Land.

## 1.1 Report Author

This report has been prepared by Rob Champion and Jack Dutton.

Rob is a member of the Royal Institution of Chartered Surveyors and a Partner at Fisher German LLP. Rob has practiced in the Midlands property market for over 12 years, specialising in industrial and warehousing property and development land. Prior to this he was based in London with another national firm of Chartered Surveyors. Rob's clients include institutional funds, property companies, developers, and occupiers.

Jack is a member of the Royal Institution of Chartered Surveyors and a Surveyor at Fisher German LLP. Jack is part of Fisher German's commercial agency team, with a focus on industrial and logistics property throughout the Midlands region.

## 1.2 Scope of Report

This report considers the wider extent of proposed development, placing a specific focus on the land allocated within the current masterplan for employment use.

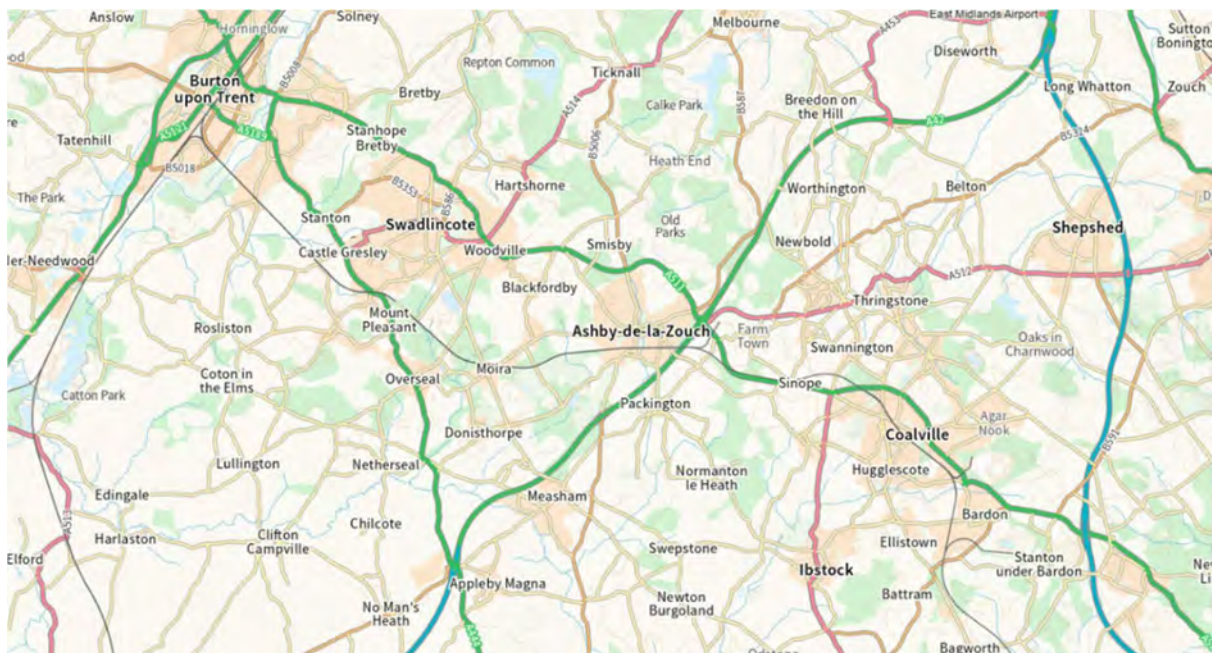
A detailed evaluation has been undertaken for both the office and industrial / logistics markets on a national, regional, and sub-regional level and the supply and demand dynamics of each respective asset class have been analysed.

This analysis is used to support an employment land allocation of 8.4 ha (20.8 ac) and subsequently recommends the optimal allocation of each asset class within the employment site, along with the scale and outline specification of such development.

## 2. Subject Land

### 2.1 Location

The Subject Land is located in Ashby-de-la-Zouch, a market town and civil parish in the Northwest Leicestershire district of Leicestershire. At the 2011 Census, the town had a population of 12,370. The Land borders the Northeast fringe of the town and is situated approximately 1.1 miles from the town centre. Arterial access is provided by the A511, which runs to the northern edge of The Land. A location plan is outlined at *Figure 1*.



*Figure 1- Location Plan*

The town benefits from good transport links. Junction 11 of the M42 Motorway is located approximately 6.1 miles to the south and Junction 23A of the M1 Motorway is located approximately 9.0 miles to the north, each accessed directly by the A42.

Burton-on-Trent Railway Station, located 10.0 miles west, providing direct access to Birmingham New Street, Nottingham, and Leeds. East Midlands Airport is located 10.6 miles to the north. The approximate drive times to the region’s major conurbations are shown at *Table 1*.

Town / City	Distance (miles)	Drive Time
Burton-on-Trent	9.7	20 minutes
Leicester	17.5	30 minutes
Nottingham	22.1	32 minutes
Derby	24.1	35 minutes
Birmingham	29.5	40 minutes

*Table 1- Drive Times*

## 2.2 Description

The Subject Land is irregular in shape, with a flat topography, and is currently utilised for agricultural purposes. The Land currently comprises multiple Titles, in differing ownerships.

It is envisaged that the maximum employment land allocation will be 8.4 ha (20.8 ac) as outlined in blue at *Figure 2*. Access to this portion of the site will be provided by the A511 to the north.

The Land is bordered to the north by the A511 and further agricultural land, with a combination of employment and residential uses to the southern and western boundaries.



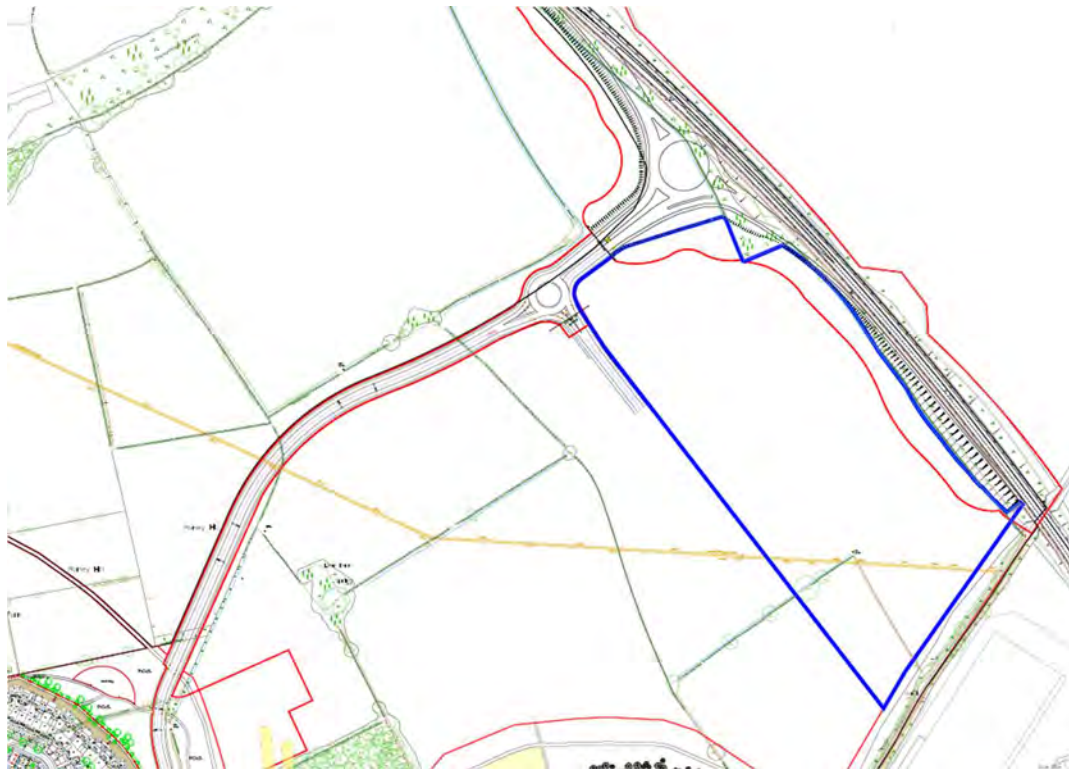


Figure 2- Site Plan

### 3. Economic Background

Throughout 2023, the UK government have strived to lower inflation rates, which by October 2022 had reached a 41 year high of 11.1%. This initial surge in inflation was largely attributed to three economic shocks:

- The ongoing war in Ukraine
- A burgeoning energy crisis
- A rise in firms' costs

Over the last year, the UK economy has faced significant structural changes, with low growth and inflation rates still significantly above the Bank of England's 2% target. However, despite the ONS reporting no growth in the economy during Q3 of 2023, inflation rates in October 2023 were significantly below their peak, with annual rate of inflation standing at 4.6%. The Bank of England predicts the annual rate for 2024 will be 3.1%.

The speed of disinflation has varied across countries. The UK's rate of annual inflation for 2023, at 4.6% is recorded as being higher than comparable economies with Germany recording 3%, the Eurozone 2.9% and the US 2.1%. The reasons attributed for this include the UK's position, in contrast to the US, as a net importer of goods. It, additionally, in the aftermath of the pandemic and Brexit has had a shortage of workers coupled with higher labour costs, causing an elevation of prices within the services sector.

The Bank of England, in its response to inflation, has raised interest rates in 14 consecutive intervals from 0.1% in December 2021 to 5.25% in August 2023. The rates, which have remained static in September and November 2023 are not predicted by economists to fall until June 2024.

With inflation falling, The Autumn Statement (22 November 2023) was largely focused on growing the economy and reducing debt. Additionally, it reflected the government's commitment to unlocking business investment with a view to obtaining long-term economic growth. It announced measures including: a simplification and improvement of R&D tax reliefs circa. £280 million, reforming the planning system to reduce the time for new projects coming to the grid and establishing business Investment Zones in Greater Manchester, West Midlands and East Midlands as well as extending tax reliefs for these zones from five to ten years.

Despite these measures to boost business development by £14 billion, the long-term success of the measures will, likely be dependent on the result of the general election, due to take place in 2024.

## 4. Industrial & Logistics Market

To assess the suitability of The Subject Land for employment use, and to advise on the scale of the proposed employment area and the optimal allocation of assets within it, it is crucial to understand current market dynamics and historical performance of the main commercial asset classes.

### 4.1 National Market

In recent years, the Industrial and Logistics market has been at its most buoyant, driven by multiple factors. Undoubtedly, the outbreak of COVID-19 was the primary catalyst for the acceleration of demand for warehousing as retailers sought to move away from traditional retail and focus on e-fulfilment either directly or through 3rd party logistics operators. The knock-on effect to the wider market was profound as buildings were taken up at record rates resulting in shortages nationally.

Since the pandemic, macroeconomic uncertainty, which has been prevalent in the market since the inception of the October 2022 'mini budget', has caused an element of market correction. While the uncertainty has been less impactful on the occupational market, the development and capital markets have experienced a notable downturn.

Prevailing economic headwinds have caused a significant downturn in investment volumes, with many investors citing market uncertainty and the high cost of borrowing for reduced activity. As of December 2023, data market data suggests that average transaction yields have moved out from 5.5% to 6.3% in the last 12 months and that transaction volumes are down 55.1%.

In contrast, the level of occupational demand remains robust, the Q3 2023 RICS UK Commercial Property Survey shows a net balance for industrial occupier demand of +3%. Although still in positive territory, it is the weakest reading since Q2 2020, down from +10% in Q2 and a peak of +49% in Q2 2022.

To an extent, the downturn in 'big box' take-up explains the sharp decrease in national demand. Many online retailers, including Amazon who account for much of the big box take up in recent years, are disposing of surplus space. In contrast, demand for small and mid-box units of sub 100,000 sq ft remains strong. High quality new-build or recently refurbished units, which benefit from strong ESG credentials, continue to be well received in the market.

The recent and continuing pressures experienced by developers, driven by a weakening economy, increased build costs and higher cost of finance, has seen a continued undersupply of new build stock and a constricted development pipeline. As a result, national vacancy remains low, at 4.0%, compared to an historical average of 5.3% (CoStar, 2024).

Competition amongst occupiers for existing and new build product has helped maintain upward pressure on rental values, despite the subdued economic outlook. Average annual industrial rental value growth peaked in August 2022 at 13.2% and according to the MSCI Monthly Index and has since decelerated to 7.0%, which is largely considered to be a stable and sustainable rate of growth.

## 4.2 Regional Market

The East Midlands has been one of the best performing regions for occupier take up in recent years, its strategic location at the heart of the country has meant that it has consistently performed well. Indeed, the wider market dynamics of constrained supply and continued occupational demand continue to be seen in the region.

As of Q3 2023, the East Midlands was the only region to record take up in excess of 1M sq ft for a second quarter in row, with the year-to-date total running at 5M sq ft (CBRE, 2023). This represents 38% of national take up. Second hand take up has been particularly strong, with third party logistics operators accounting for many of the reported transactions.

According to CoStar, there is currently 2.8M sq ft currently under construction in Leicestershire, a notable decrease on the 8M sq ft that was under construction in 2022. Much of the recent development in the region has been for big box units, with notable developments including 640,000 sq ft at Mercia Park. Smaller developments are less common, despite sustained demand, but include examples such as Stud Brook Business Park, Derby, a nine-unit scheme delivering buildings of between 8,500 and 30,000 sq ft.

Regional vacancy stands at 4.0%, in line with the national average. This increase is caused by a combination of increasing second hand vacancy and a limited amount of continued speculative development. This continued speculative development is an anomaly when compared to other regions and is supportive of the region's superior performance.



### 4.3 Sub-regional Market

At a sub-regional level, most of the industrial activity can be attributed to the towns of Ashby-de-la-Zouch, Swadlincote and Coalville. There is a varying degree of historic take up, availability and new development at each of these locations, which is subsequently explored in further detail.

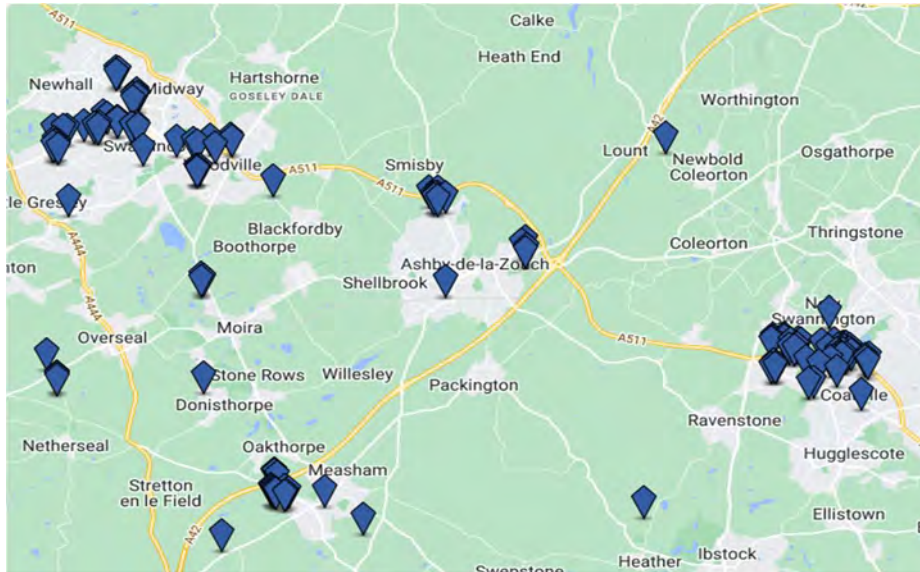


Figure 4- Sub 100,000 sq ft take up since 2013 (Costar, 2023)

Given the scale of The Subject Land, we have focused our attention on the supply and demand of small to medium sized industrial and warehouse property which would be expected to cater for SME companies in the main and some larger businesses operating within the E(g) / B2 / B8 use classes. We have therefore assumed a range of individual units of 2,500 to 100,000 sq ft.

The Small and mid-box market is an important component of the wider industrial and logistics market making up around 95% of all industrial and logistics properties in England. This element of the market generates significant economic benefits, and the logistics element of the market has grown significantly within the last few years accelerated by Brexit and the COVID-19 pandemic.

Declining availability has placed significant pressures on the market as businesses looking to take space within this segment of the market find that they have very little choice resulting either in them paying a higher price (cause of rental growth) or not finding the space they require and having to move further afield. This has been a critical feature of the market in recent times placing increasing pressure on SMEs who make up a significant and important proportion of the UK's active and growing companies.

Although logistics has comprised a significant proportion of take up across the Small and Mid-Box market in the last few years, the range of uses at this scale is much more diverse than at the Big Box level and, as such, the variety of employment opportunities delivered is significant. There has been a marked increase in the volume of manufacturing-linked space taken up in recent years which has been linked to Brexit and global supply chain issues which have prompted businesses to bring much of their supply and processing closer to the UK as an insurance policy against future disruption and bureaucracy.

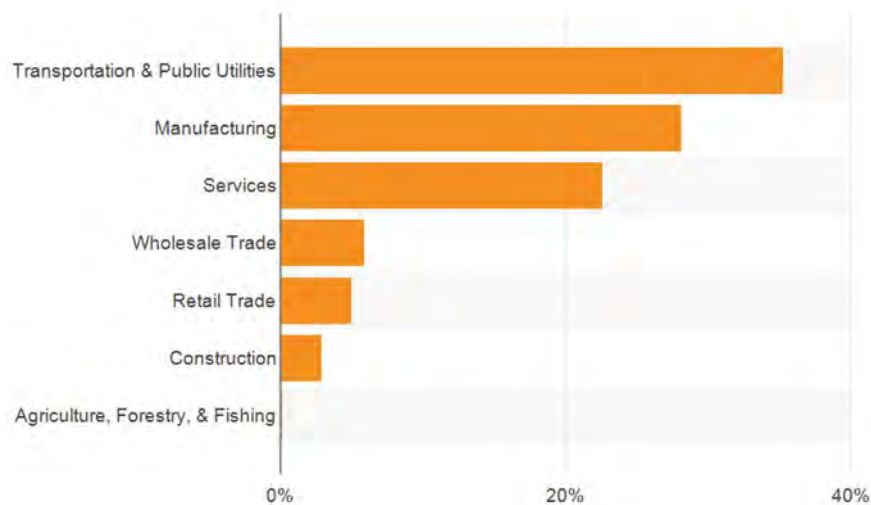


Figure 5- Take up over the last decade, Ashby, Swadlincote & Coalville by industry (CoStar, 2023)



Research undertaken by Savills and Potter Space (2023) suggests that within the Small and Mid-Box market demand is suppressed by 38%, attributable to historically low levels of availability with most multi-let industrial and logistics owners reporting record low voids across their estates. This shortage is emphasised by a limited supply of new development within this size bracket. Stock absorption within the small and mid-box market is therefore dominated by existing, 2nd hand, space where voids occur following either lease events or business failure. *Figure 6* supports this assessment, illustrating that of the 8.75M sq ft transacted in the past decade, 64.3% of this is big box accommodation.

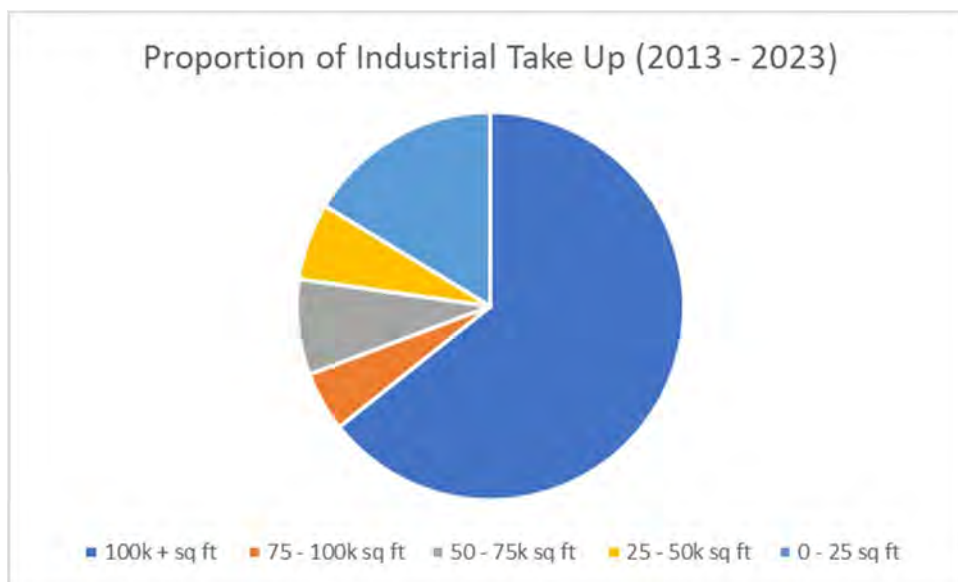


Figure 6- Industrial take up by size bracket since 2013(CoStar, 2023)

We have also analysed small and mid-box (up to 100,000 sq ft) leasing data on a submarket basis, which demonstrates the following transaction volumes in the last decade:

Size Bracket (sq ft)	Floor Area Let (sq ft)	Volume of Deals
0 – 25,000	1,375,000	315
25,001 – 50,000	540,000	16
50,001 – 75,000	670,000	10
75,001 – 100,000	420,000	5

Table 2- Deal volume by size bracket since 2013 (CoStar, 2023)

#### 4.4 Ashby-de-la-Zouch Submarket

Ashby is a small-sized industrial market, comprising three main industrial areas.

The first is Ivanhoe Business Park, a mixed-use office and warehouse scheme, located to the northern fringe of the town. The scheme comprises a total of 70,000 sq ft of trade counter accommodation and 100,000 sq ft of industrial and logistics accommodation. The industrial accommodation was built in phases between 2009 and 2017 and was developed as a combination of speculative and design and build. Of the 17 recorded deals across the estate, the average vacancy period is reported as 3.1 months (CoStar, 2023), demonstrating persistent demand and there are currently no vacant units. The immediate surrounding area is also industrial in nature and accommodates further buildings of up to 300,000 sq ft.

The remaining industrial premises are located the eastern edge of the town and border the portion of The Subject Land that is identified for employment use. These units are larger, mainly mid, and big box, and range from 50,000 to 320,000 sq ft.

There is a limited amount of industrial availability, with only one recently refurbished property, Unit 16 Ashby Park (58,000 sq ft) currently under offer.

There are a limited number of developments currently underway. The most recent speculative big box delivery, Zorro 238, was constructed in 2018 and was on the market for 30 months. This uncharacteristically long marketing period supports a cooling of big-box demand in the area.

Nevertheless, G-Park is the most prominent forthcoming big box development, located on the southeastern border of the town, and comprises a 48-acre site, which has secured outline planning permission for up to 736,000 sq ft of industrial accommodation deliverable as either one or two units. G-Park will not be speculatively developed and is being marketed as a built-to-suit opportunity.

In comparison to the rest of the sub-market, transaction volumes are suppressed in Ashby. Of the 346 deals of less than 100,000 sq ft that have been recorded over the last decade, only 21 were in Ashby, totalling circa 340,000 sq ft. This represents a modest 11.3% of take up by floor area. The significantly higher transaction volumes in Swadlincote and Coalville can be attributed to the increased turnover in these locations, at a time where occupiers have not been able to secure accommodation in Ashby. The persistently low vacancy rate is testament to the market's attraction, suggesting that further development of the right scale would be well received.

#### 4.5 Swadlincote Submarket

Swadlincote is also considered a small-sized industrial market. The majority of industrial accommodation can be found adjacent to the A514, extending towards the western fringe of the town. Notwithstanding this, there are several smaller pockets of secondary accommodation spread throughout the area. Swadlincote benefits from a larger range of property size and specification and buildings range from 1,000 sq ft to in excess of 200,000 sq ft.

While limited, supply is less constrained than in Ashby. There are currently six industrial properties that are being actively marketed, the details of which are outlined in *Table 3*.

Address	Size (sq ft)	Quality
1 Queens Drive, Albion Works, DE11 0EG	8,279	Secondary / tertiary.
Unit 6 Highwall Business Park, Tetron Point, DE11 0BB	9,076	Speculative new build.
Unit 1 & 2 Bretby Business Park, DE15 0YZ	5,690	Tertiary.
Bretby Business Park, DE15 0YZ	9,659	Secondary.
Tetron 141, William Nadin Way, DE11 9DU	141,459	High-quality secondary.

*Table 3- Swadlincote Industrial Availability*

In line with the wider region, there is a limited amount of development in the Swadlincote area. Notable newbuild schemes include Highwall Business Park, a six-unit scheme comprising a total of 37,606 sq ft, of which 5 have currently been sold, and a 610,000 sq ft unit at Mulberry Business Park, which reached practical completion in October 2023.

#### 4.6 Coalville Submarket

Coalville is again considered a small-sized industrial market but is an area that has historically seen a large amount of industrial development. The industrial accommodation is located in two principal locations, firstly to the northern fringe of the town, adjacent to the A511 and secondly to the southern fringe in an out-of-town location near Bardon.

Similarly to Swadlincote, supply in Coalville is less constrained than in Ashby, with several properties currently being marketed. The current availability is outlined in *Table 4* and is centred around Bardon.

Address	Size (sq ft)	Quality
(Unit C) Interlink Way West Bardon Business Park, LE67 1LD	73,666	Good quality secondary.
Interlink Way South, Bardon Business Park, LE67 1PG	9,526	Good quality secondary.
Units 5 & 6 Bardon Hill, LE67 1GZ	118,426 (Could be split to provide 71,620 and 46,400)	New build
Unit 3 Dromintee Road Hilltop Industrial Estate, LE67 1TX	50,251	Secondary
Unit 2 Garden Court Gee Road, LE67 4NB	5,465	Secondary
Unit 6 Pine Court Walker Road, LE67 1ST	6,703	Secondary

*Table 4- Coalville Industrial Availability*

There is a very limited amount of development currently in progress, all of which is centred around Bardon Hill. Prominent developments include Units 5 & 6 Bardon Hill, a 118,000 sq ft speculative development, which completed in 2022 and Mount Park Bardon III, a build to suit scheme comprising up to 960,000 sq ft of big box units, which has obtained outline planning consent.

## 5. Office Market

### 5.1 National Market

The office market has suffered since the onset of the pandemic. The challenging economic climate, along with the working from home revelation, has caused businesses to focus on cost reduction and productivity as well as ESG principles. Indeed, more than 75% of contributors to the Q3 2023 RICS Survey expected pressure on corporate cash-flows to intensify over the next year. As such, occupiers are placing greater emphasis on smaller but higher quality space.

Notwithstanding the current uncertainties within the economy and market, there have not been falls in prime rental levels in key locations, and in many major cities across the UK, prime rents have increased and are above pre-pandemic levels. Average rental growth for all offices in the 12 months to December 2022 was 0.7% in the Southeast and 1.5% in the rest of England. This resilience showcases the increasing emphasis of occupier demand towards high-quality office space to ensure that employees return to the office and that buildings are sustainable and efficient, so ESG aspirations are met.

Recent research, carried out by Carter Jonas, suggests that only 31.6% of Britain's office stock has an EPC rating of a C or better, which is where occupier demand is focused and is the proposed minimum MEES standard from 2027. Office properties within EPC bands F and G account for 17.2% of all offices, meaning that nearly a fifth of the stock potentially became unlettable from 1st April 2023, unless remedial action is taken.

Prime rents are expected to continue to rise in key locations, due to the dearth of new development, meaning the rental gap with poorer quality grade B stock is likely to widen further.

Out-of-town offices are typically not considered as prime office locations and do not benefit from the same level of occupation demand or rental growth. As such, there has been limited development of new stock in the past decade. The lack of new office development is not helped by the increase in conversion of secondary office buildings or empty spaces into alternative uses fuelled by permitted development rights.

Despite the increase in conversions, there remains a large amount of office stock available. The Q3 2023 RICS UK Commercial Property Survey shows a negative net balance of -19% for office occupier demand, marginally improved from -21% in Q2. Respondents also continued to cite an increase in overall vacant space. Principally, this is concentrated around secondary accommodation, which does not meet the expected market standard. This is therefore creating a two-tier market, which is only set to become more polarised.

## 5.2 Regional Market

The regional office market is best defined in the context of Leicestershire, which comprises 17.8M sq ft of office accommodation. Demand for office space in the region comes largely from small to mid-sized professional service firms, a sector which accounts for around 20% of the regions employment.

In line with other regional markets, the office sector has weakened since the onset of the pandemic. Net absorption for the region is reported as negative 450K sq ft in the last 12 months, demonstrating a sharp reduction in office demand. The vacancy statistics are supportive of this, rising from a low of 1.8% in 2019 to 5.9% in Q3 2023, its highest level in over a decade (CoStar, 2023).



Figure 7- Leicestershire Office Market Vacancy Rate

Given the economic headwinds the development market faces, combined with a weakening office market, development of new office stock in the region is muted. Notably, 2019 office construction was at a 10-year high of nearly 260k sq ft, with a 56% decrease to roughly 110k sq ft in 2023.



Figure 8- Leicestershire Annual Office Construction

Average rental growth is largely static, with a moderate 1.2% increase over the past 12 months. Average market rent for the region is roughly £13 per sq ft, with Grade A space achieving a notable premium of roughly £22 per sq ft. This supports the notion of market polarisation, albeit it must be noted that the highest rents and the majority of new development were attributed to Leicester City Centre.

### 5.3 Sub-regional Market

Similarly to the Industrial / Logistics market, the majority of office activity been seen in the towns of Ashby-de-la-Zouch, Swadlincote and Coalville. There is a varying degree of historic take up, availability and development at each of these locations, which is explored in more detail below.

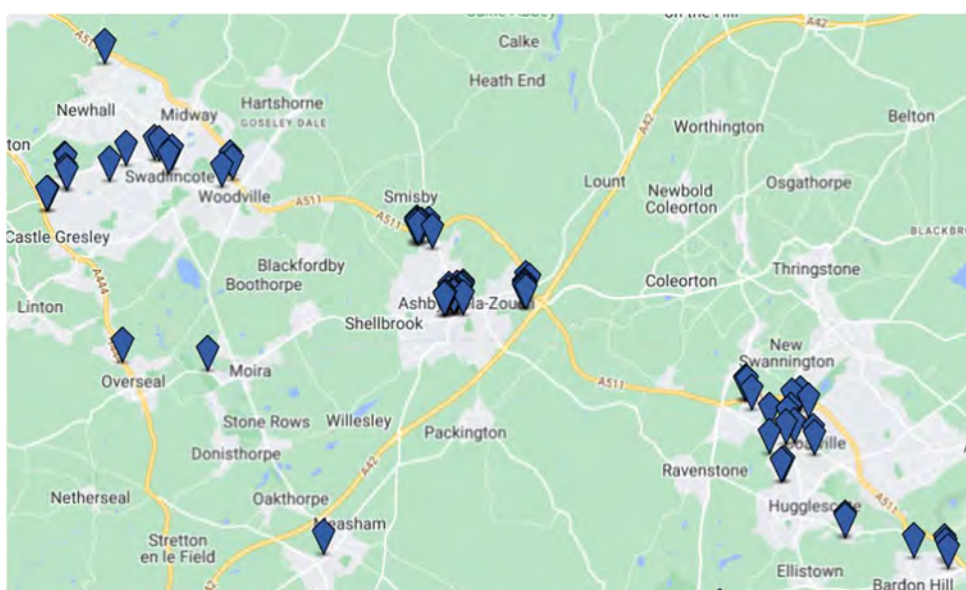


Figure 9- Office take up since 2013 (Costar, 2023)



### 5.3 Ashby-de-la-Zouch Submarket

Ashby is a small-sized office market, with stock centred around three primary locations. The town centre, which comprises entirely period buildings, often incorporating retail elements. Ivanhoe Office Park, modern out-of-town office buildings, which have been constructed in phases between 2008 and 2018. Finally, Ashby Business Park, out-of-town office buildings, constructed between 1995 and 2008.

The size of existing accommodation varies from smaller self-contained buildings in the town centre of sub-1000 sq ft, to single lettings in excess of 15,000 sq ft in the out-of-town office parks. For the purposes of this report, the out-of-town office provision is most comparable.

There are currently six office buildings with vacancy, five of which are at Ivanhoe Office Park and Ashby Business Park. The availability at each of these buildings is outlined at *Table 5*.

Building	Availability (sq ft)	Quality
2 Charter Point Way, Ashby Business Park	923	Unrefurbished but modern Specification.
Clinitron House, Ashby Business Park	14,358 to 29,258	To be refurbished.
Ceva House, Ashby Business Park	6,462	Unrefurbished but modern Specification.
Unit N, Ivanhoe Business Park	5,362	Unrefurbished but modern Specification.
K1 – K6, Ivanhoe Business Park	1,890 to 12,544	Unrefurbished but modern Specification.

*Table 5- Ashby-de-la-Zouch Office Availability*

There is currently no office accommodation under construction in Ashby.

### 5.4 Swadlincote Submarket

Swadlincote has a similar office market to Ashby, with a mix of town centre period office buildings and out-of-town office parks. The notable office parks are Oaktree Business Park, Optimum Business Park, and Bretby Business Park.

The offices at Bretby Business Park are small (100 – 2,500 sq ft) and secondary in nature, with Oaktree and Optimum Business Parks providing larger, more modern suites, albeit inferior to the stock at Ashby’s out-of-town office locations. The out-of-town availability is outlined in Table 6.

Building	Availability (sq ft)	Quality
Unit 2, Oaktree Business Park	745	Modern specification
Unit A2, Optimum Business Park	1,907	Unrefurbished but modern Specification.
Unit B3-B4 Optimum Business Park	4,544	Unrefurbished but modern Specification.

Table 6- Swadlincote Office Availability

There is currently no office accommodation under construction in Swadlincote.

### 5.5 Coalville Submarket

Coalville is a similarly small office market, albeit the existing stock is not as concentrated as in Ashby and Swadlincote. In addition to the traditional town centre accommodation, the prominent office parks include Coalville Business Park, which is of 1980s construction and Whitwick Business Park, and Forest Business Park, which are both 2000 – 2010 constructions and similar in quality to those at Ashby and Swadlincote.

There is a dearth of current availability in Coalville. 9,000 sq ft is currently under offer at Whitwick Business Park and 1,500 sq ft is under offer at Phoenix Park. The only suite currently available is 1,000 sq ft at Enterprise House, a secondary offering on the fringe of the town centre. In comparison to Ashby and Swadlincote, there appears to be a higher demand and lower vacancy rates, albeit the properties are offered at a reduced rental level and inferior specification.

There is currently no office accommodation under construction in Coalville.

### 5.6 Sub-regional Demand

In comparison to the industrial market, the office market in the last decade has been significantly weaker. Indeed, since 2013, only 140 leasehold transactions have been recorded, for a total of 330,000 sq ft (CoStar, 2023). The average recorded letting was for roughly 2,500 sq ft, a figure which is likely to reduce as occupiers continue to take advantage of lease events to consolidate their accommodation and boost efficiency in a post COVID-19 environment.

Figure 10 outlines the proportion of floor space take up by size bracket, demonstrating that the majority of take up by floor area has been for suites in excess of 5,000 sq ft. However, it is crucial to note that the large majority of deals were for suites of less than 2,500 sq ft, as shown in Table 7.

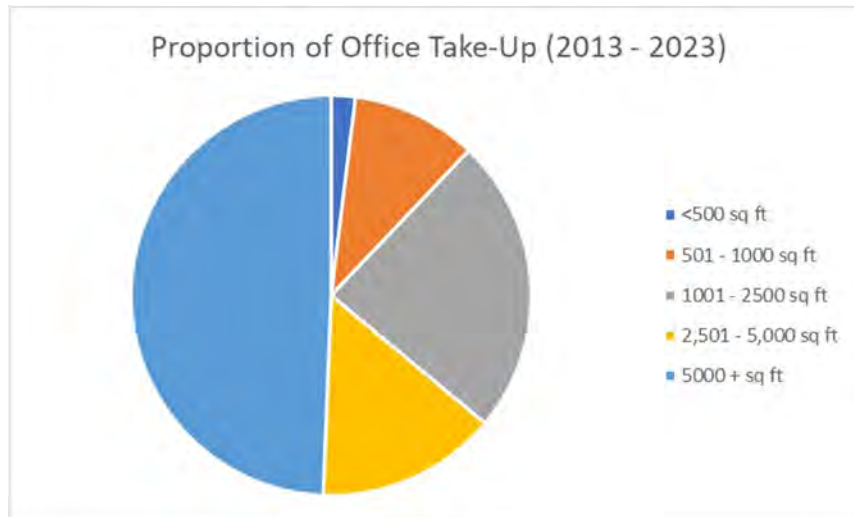


Figure 10- Office take up by size bracket since 2013(CoStar, 2023)

Size Bracket (sq ft)	Floor Area Let (sq ft)	Volume of Deals
<500	6,500	19
501 – 1,000	33,700	41
1001 – 2,500	79,500	51
2,501 – 5,000	48,500	15
5,001 +	164,000	15

Table 7- Deal volume by size bracket since 2013 (CoStar, 2023)

As is the case in the large majority of regional office markets, there has been very limited development of new stock since the Global Financial Crisis. The obvious exception to this was the development of Ivanhoe Business Park, Ashby, which comprises 92,000 sq ft of Grade A office accommodation. The construction of the scheme took place between 2009 and 2018, and has been a relative success, due to the premium specification, convenient location, and surrounding amenity. Albeit there is currently 18,000 sq ft of void across the estate.

Of the 140 transactions which have taken place since 2013, 70 of them have been for out-of-town office space. However, take-up is overwhelmingly weighted to these town fringe locations, accounting for 76.7% of transacted floor space. Given these buildings are more recently constructed (typically post-2000), they benefit from open plan floor plates, higher specifications, improved ESG credentials and higher parking ratios. Each of these factors are important considerations for SMEs who wish to locate in the area.

In addition, the average letting size has been for 3,600 sq ft, noticeably larger than the regional market average of 2,500 sq ft (CoStar, 2023). These trends demonstrate a positive bias towards out-of-town locations specifically within this submarket.

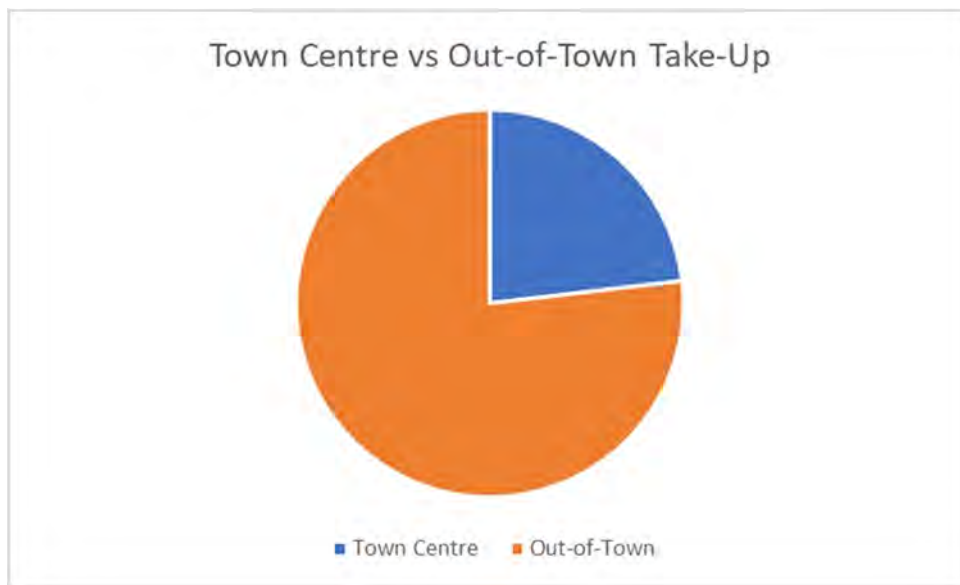


Figure 11- In Town vs Out of Town Office Take-Up Since 2013 (CoStar, 2023)

## 6. Supply and Competing Employment Allocations

### 6.1 Recent and Proposed Development

In line with national trends, there is a limited amount of small and mid-box industrial development in Ashby and the surrounding areas. Indeed, much of the recent and proposed development comprises big-box accommodation. While historic demand has underpinned such developments, the previous strength of the development market was the primary driver for such schemes and competition for employment land led to a sharp increase in land values. Big-box schemes, which achieve the highest possible site density and associated economies of scale, were necessary for developers and investors to realise the required returns and ensure site viability.

Units within the submarket which have been speculatively developed (and remain available), as well as deliverable design and build schemes are outlined at *Table 8*. Of these schemes, only two new build mid-box units are available, neither of which are in Ashby.

Address	Delivery	Size (sq ft)	Comments
Highwall Business Park, Swadlincote	Speculative	37,606	A 6-unit scheme 5 units have been sold. 1 unit remains available (c. 6,000 sq ft). Constructed in 2023
Units 5 & 6 Bardon Hill, Coalville	Speculative	118,426	Available Potential to split. Constructed 2022
Mercia Park, Swadlincote	Speculative	51,263	Available Constructed in Q2 2023
G Park, Ashby	Build to Suit	736,487	Available Deliverable as one or two units. Outline planning permission granted.
Bardon 56, Coalville	-	57,703	Available
Mount Park Bardon III, Coalville	Design and Build	960,000	Available Deliverable as one or two units. Outline planning permission granted.

Table 8- Recent and proposed sub-market development

In contrast to the industrial and logistics market, there are no new office developments or proposed new build schemes in Ashby or the surrounding areas.

## 6.2 Current Employment Allocation

The subject land currently has an adopted allocation for employment use, within the Northwest Leicestershire Local Plan, comprising circa 16 ha (39.5 ac), split between two sites to the North and East of The Subject Land, as outlined in *Figure 12*.

There are no other adopted employment allocations in Ashby-de-la-Zouch, or in the immediate surrounding areas.



Figure 12- Ashby-de-la-Zouch Employment Allocations

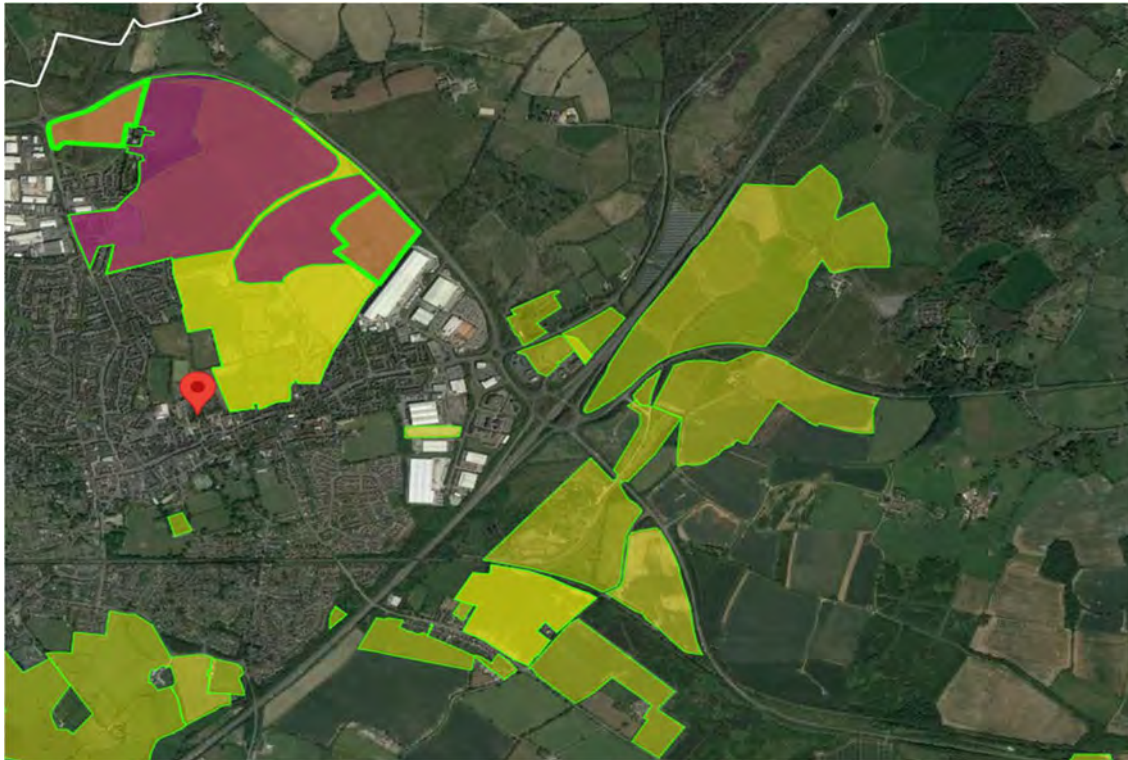
### 6.3 Emerging Land

We are aware of a limited number of sites in Ashby-de-la-Zouch which could become available for development, as outlined in *Table 9*.

Address	Stage	Accommodation	Comments
Land at Corkscrew Lane, Ashby-de-la-Zouch	Pending planning application.  Submitted Apr 2023.	Up to 500,000 sq ft of industrial accommodation.  Use Class B2 / B8.	No finalised scheme.  Designs submitted for either a single big-box scheme, a three-unit mid-box scheme or a varied multi-let industrial estate.
Land North of Lountside Flagstaff Island, Ashby-de-la-Zouch	Appeal decision pending.  Appeal submitted Nov 2021.	Erection of 40,000 sq ft of roadside storage, maintenance, and management.  Use Class B1 / B8.	Euro Garages.  Initially rejected Aug 2019.
4 Charterpoint Way, Ashby-de-la-Zouch	Pending planning application.  Submitted Sep 2022.	Erection of a Bariatric Clinic totalling 46,000 sq ft over three floors.  Use Class E(e).	Site initially marketed as an office development site, located immediately adjacent to existing out-of-town office accommodation.

Table 9- Emerging Land, Ashby-de-la-Zouch

In addition, records for Strategic Housing and Employment Land Availability Assessments (SHELAA) show that there are several sites, predominately located to the southern fringe of the conurbation, that have been identified as potentially suitable for employment uses. These sites are outlined in *Figure 13* and may have the potential to deliver additional office and industrial / warehousing stock, within Use Classes E, B2 and B8. It is however important to note that these sites have not been allocated and that there is no guarantee that they would achieve planning permission for any form of development. Given both the timing implications and uncertainty surrounding viability, these sites are not considered to be competing with The Subject Land.



*Figure 13- SHELAA Assessments, Ashby-de-la-Zouch*

## 7. Summary and Recommendations

It is envisaged that the maximum employment land allocation will be 8.4 ha (20.8 ac).

This report has set out the current market dynamics for both the office and industrial sectors and has explored the supply and demand characteristics over the past decade. Principally, the key points are as follows:

- ✓ Demand for industrial and logistics property has increased over the last decade, with further growth expected.
- ✓ There has been an undersupply of industrial and logistics property over this period, with the majority of new stock comprising big-box developments.
- ✓ The undersupply of small and mid-box stock has increased competition within this size bracket, ensuring persistently low vacancy rates and accelerated rental growth.
- ✓ There is very limited availability of small and mid-box stock in Ashby-de-la-Zouch. Neighbouring towns are experiencing less constrained availability, but there remains a lack of new build / Grade A property.
- ✓ The office market is not as strong as the industrial market. However, high-specification property, which caters for the increasing demand for strong ESG credentials and high specification, continues to attract occupiers. Albeit this trend is strongest in established city office locations.
- ✓ Sub-market demand is most prevalent in out-of-town office locations, and for suites of less than 5,000 sq ft.
- ✓ Since the onset of the pandemic, vacancy rates have increased and there is a reasonable amount of out-of-town availability across the sub-market, including 18,000 sq ft at Ivanhoe Business Park, Ashby.
- ✓ Construction volumes for offices have fallen sharply and there is a dearth of new build office accommodation in the sub-market and surrounding areas.



## 7.1 Scale of Employment Land

Further to our market analysis, it is our recommendation that the proposed employment allocation seeks to accommodate a combination of B2, B8 and E Class uses.

While there is likely to be occupier demand for new stock, the 8.4 ha (20.8 ac) envisaged by this report and the emerging masterplan is adequate to deal with current and potential future needs.

Notwithstanding the backdrop of continued occupier demand, there is a significant risk that delivery of a larger scheme would result in an oversupply of accommodation within the small to mid-box size bracket. As such, a larger scheme would require the inclusion of big box units, directly conflicting with current market demand and sentiment, as evidenced in the regional and sub-regional market analysis.

In addition, the scale of any such employment development must be sensitive and appropriate to the surrounding uses, especially given it is proposed that the commercial element of the scheme will share its access with the wider residential use. Concern would arise, both from a suitability and marketing perspective, if a larger volume of heavy goods vehicles were to visit the site due to its increased scale. The possibility for conflicting uses, in particular driven by vehicle conflict and noise, should be carefully considered.

Ivanhoe Business Park, located to the north of Ashby-de-la-Zouch, is the most recent example of a successful mixed-use development in the area. The scheme, which extends to circa 30 acres, comprises 46 buildings which are split into 4 key areas: industrial, trade, logistics and office. The site accommodates 92,000 sq ft on Grade A office space and 170,000 sq ft of industrial / trade space. Amenity, which services the local occupiers, is also available, including a day nursery and veterinary centre.

Therefore, we recommend that any proposed scheme would follow a similar blueprint of zoned development, which is tailored to established market demand as set out in this report, and that a maximum allocation in the region of 8.4 ha (20.8 ac) is optimal to achieving this.

## 7.2 Industrial / Warehouse

The continuing strength of the industrial and logistics market on a regional and local level suggests that the vast majority of new development should comprise industrial / logistics stock. Furthermore, given the prevailing undersupply of small and mid-box accommodation, the scheme should seek to cater for the spectrum of business' that would occupy properties within this size bracket, thus allowing for business growth over time.

It is also crucial to note that, as outlined within this report, the use of industrial / logistics buildings has and will continue to evolve. The resurgence of British manufacturing and the increase technology focussed businesses has generally increased the office content within new build industrial units. As such, a significant portion of office demand is satisfied within this asset class, reducing occupier's demand for additional stand-alone office buildings.

Therefore, we recommend that a minimum of 75% of the employment land is allocated for industrial / logistics use. Based on a site coverage of 40%, it would be expected that in the region of 275,000 sq ft of accommodation could be delivered across multiple buildings.

This ratio of delivery would ensure sufficient external yard areas and estate circulation, that would be necessary for development of this scale.

While there are many possible iterations for a scheme of this size, we recommend that a combination of small and mid-box units, of between 2,500 sq ft and 90,000 sq ft would be most suitable. Such accommodation would cater for a range of occupiers, including start-up businesses, trade counter operators and established manufacturing and logistics companies.

An indicative scheme may be as follows:

Unit Size (sq ft)	Number of Units	Suggested Specification
2,500	10	<ul style="list-style-type: none"> <li>- Starter units</li> <li>- Single roller shutter door</li> <li>- C. 5% office accommodation</li> <li>- 5 meter eaves height</li> <li>- 3-phase electricity</li> <li>- LED lighting</li> </ul>
5,000	5	<ul style="list-style-type: none"> <li>- Trade counters</li> <li>- Single roller shutter door / glazed frontage</li> <li>- 8m eaves height</li> <li>- 5 meter eaves height</li> <li>- 3-phase electricity</li> <li>- LED lighting</li> <li>- Increased parking provision</li> </ul>
30,000	1	<ul style="list-style-type: none"> <li>- Manufacturing / Distribution use</li> <li>- Multiple roller shutter doors</li> <li>- 10m eaves height</li> <li>- C. 5-10% office accommodation</li> <li>- External yard</li> <li>- Increased power supply</li> <li>- ESG focus, to include PV and EV charging.</li> </ul>
40,000	1	<ul style="list-style-type: none"> <li>- Manufacturing / Distribution use</li> <li>- Multiple roller shutter doors</li> <li>- 10m eaves height</li> <li>- C. 5-10% office accommodation</li> <li>- External yard</li> <li>- Increased power supply</li> <li>- ESG focus, to include PV and EV charging.</li> </ul>
60,000	1	<ul style="list-style-type: none"> <li>- Manufacturing / Distribution use</li> <li>- Multiple roller shutter doors</li> <li>- 10m eaves height</li> <li>- C. 5-10% office accommodation</li> <li>- External yard</li> <li>- Increased power supply</li> <li>- ESG focus, to include PV and EV charging.</li> </ul>

90,000	1	<ul style="list-style-type: none"> <li>- Manufacturing / Distribution use</li> <li>- Multiple roller shutter doors</li> <li>- 12m eaves height</li> <li>- C. 5-10% office accommodation located at the 1<sup>st</sup> floor level, with the possibility of ground floor expansion.</li> <li>- External yard</li> <li>- Minimum 800KvA power supply</li> <li>- ESG focus, to include PV and EV charging.</li> </ul>
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### 7.3 Office

Considering both the historic and recent performance of the office market, at both a national and local level, we recommend that proportion of office accommodation attributed to any future development is significantly smaller than that of the industrial / logistics allocation.

As previously mentioned, there is a substantial amount (18,000 sq ft) of out-of-town office availability at Ivanhoe Business Park alone, which is likely to be a direct competitor of any proposed new build stock. As previously mentioned, any mid-box industrial / logistics unit will have a minimum of 5% office accommodation, likely with the ability to increase this amount, which will satisfy much of the administrative function of the businesses that may relocate to a newbuild scheme.

Therefore, while multiple iterations are possible, a modest development of circa 30,000 sq ft would be most appropriate. Supported by historic transactional evidence, the development should provide flexibility and deliver individual suites of 5,000 sq ft.

For newbuild office accommodation to attract occupiers, against a backdrop of decreased demand and heightened out-of-town availability, the building would need to be delivered to a 'best in class' Category A specification when compared to competing stock in the Ashby market.

The specification is likely to include the following-

- Raised floors
- Suspended ceilings
- LED lighting
- Superfast fibre broadband
- Generous parking provision
- Energy Performance Certificate rating A
- Cycle store
- Shower / changing facilities

## 7.4 Quasi-Office

In addition to traditional office accommodation, the provision of additional facilities, which utilise buildings with a construction like that of traditional offices, would also be encouraged. Examples of such uses include laboratories and research centres. It is proposed that this accommodation would be included within the notional 25% of office accommodation.

Such accommodation would increase the tenant mix of a future development and encourage the use of office-style buildings by a differing sector of employer. Not only does this increase the range of employment opportunities at the site but it exposes the scheme to a broader market, which in turn should increase occupier demand.

In addition, the provision of amenity which works to service the local occupiers, including children's day nurseries and small retail outlets should also be considered. Such facilities improve the attractiveness of an estate to a would-be office occupier, who would likely utilise and benefit from increased local amenity.

A prominent example of such development can be seen at the land adjacent to Charterpoint Way, where there is currently a planning application pending for a medical facility of over 40,000 sq ft, falling within the wider Use Class E. This land was originally marketed for office development and demonstrates how a building of office style construction has the potential to be successfully utilised for a wider variety of uses.

## 8. Conclusion

The proposal to allocate 8.4 ha (20.8 ac) of the development land to employment use is a considered amount which has the ability to deliver a well-proportioned mixed-use commercial scheme. The underlying fundamentals of the industrial / logistics market remain strong, albeit dampened when compared to the heights of the COVID-19 pandemic. Analysis of third-party data suggests that growing occupational demand is expected to continue, against a backdrop of undersupply, particularly in the small to mid-box market. The effect of this market dynamic is sustained rental growth, which again is forecast to continue. These trends hold true when the market is analysed at a more granular level, with Ashby-de-la-Zouch and surrounding areas.

Analysts should understand the context when reviewing the take up data associated with the small and mid-box market given that the sense of all active agents in the market is that the classic 'chicken and egg' scenario has prevailed with this smaller end of the market; limited supply results in limited take up. Where sites have come forward for development, developers (and landowners) have generally leaned towards big box delivery where possible given the economies of scale associated with build costs and the strength of pricing for single let forward funding and up and let opportunities. Sites therefore with the capacity to deliver a range of unit sizes have generally been held back for bigger box delivery. Indeed, prominent build-to-suit schemes, including G-Park and Mount Park Bardon III, follow this trend and are likely sufficient to satisfy any short to medium term demand for big-box accommodation in the subject market.

The office market is notably weaker, with higher levels of vacancy and stalled rental growth at both a national and local level. As such, there is a dearth of new office developments in Ashby and the surrounding area, with a sizable amount of void at out-of-town office parks that would be considered as direct competitors to any new office development. Ongoing market polarisation necessitates that any new office stock must be developed to a very high specification and achieve the highest ESG credentials.

The proposed employment land represents an opportunity to deliver a mixed-use commercial scheme, which can be tailored to sectors of the market that have been consistently undersupplied. The scheme would attract new occupiers either from elsewhere within the district (and who haven't been able to find appropriate space) or from outside the Authority boundaries and who will look to move in due to the lack of similar such space within their existing authority areas.



FISHER  
GERMAN



## 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](http://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		Laura
Last Name		Stops
Job Title (where relevant)		Associate Partner
Organisation (where relevant)	Secretary of State for Transport c/o High Speed Two (HS2) Ltd	Carter Jonas
House/Property Number or Name		2 [REDACTED]
Street		[REDACTED]
Town/Village		[REDACTED]
Postcode		[REDACTED]
Telephone		[REDACTED]
Email address		[REDACTED]



## **PART B – Your Representation**

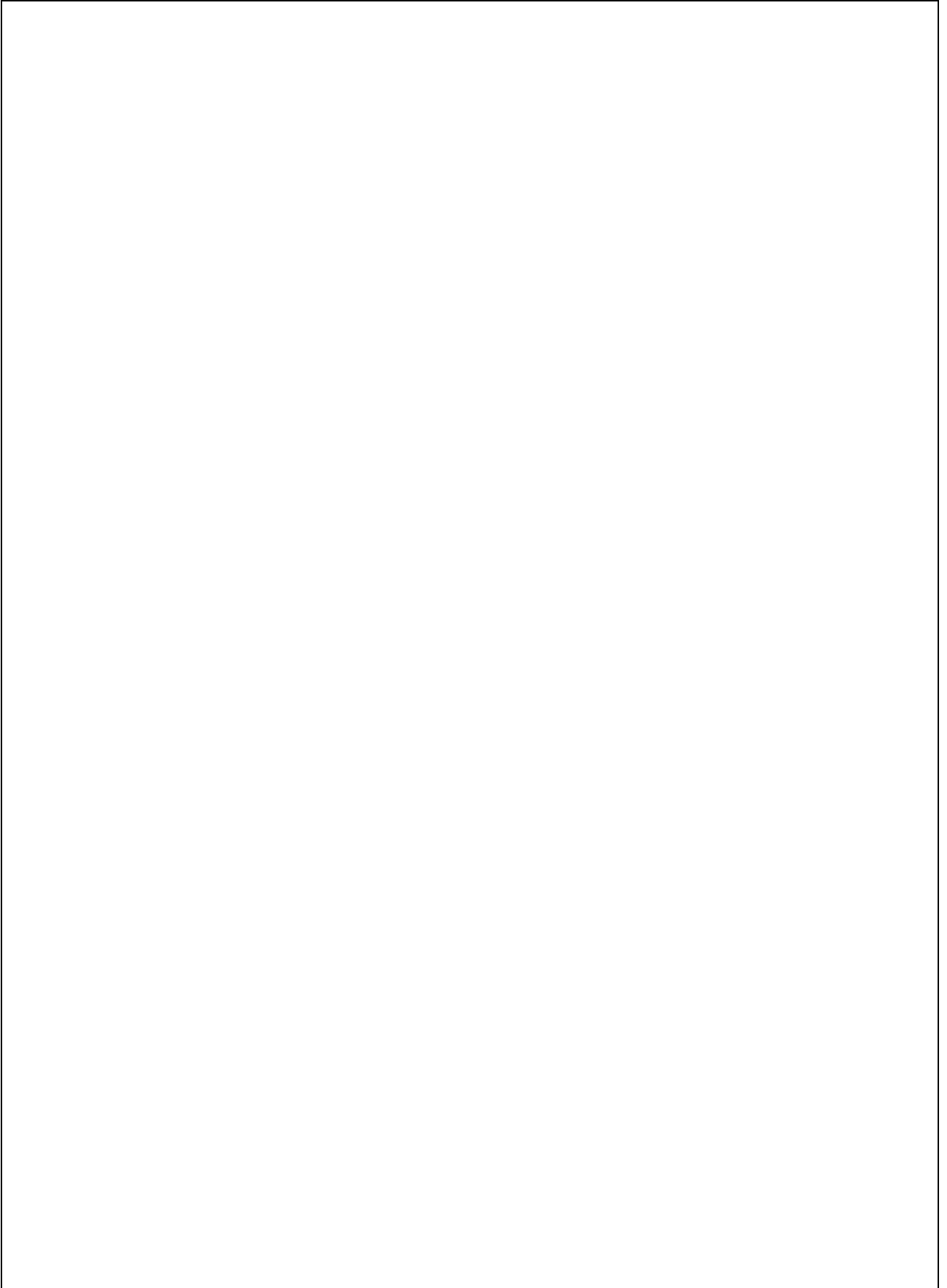
**Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.**

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

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

See supporting covering letter

- Plan Period
- Draft Policy S1
- Draft Policy S2
- Draft Policy En2
- Proposed Housing and Employment Allocations document



## Declaration

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

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

Signed: L. Stops

Date: 15/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**

**Local Plan Representation**

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**Draft North West  
Leicestershire Local  
Plan 2020-2040  
(Regulation 18)**

March 2024

**Carter Jonas**



**Date: March 2024**

**Client: Secretary of State for Transport c/o High Speed Two (HS2) Ltd**

**Job Number: J0074097**

**Contacts: Annabelle Parkinson and Laura Stops**

2 Snow Hill  
Birmingham  
B4 6GA

T: 0121 794 6250

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## 1.0 INTRODUCTION

- 1.1 Carter Jonas LLP have been instructed by the Secretary of State for Transport c/o High Speed Two (HS2) Ltd to submit representations to North West Leicestershire District Council (NWLDC) in respect of the North West Leicestershire Draft Local Plan (Regulation 18).
- 1.2 The proceeding report sets out the relevant background information and provides comments on the following documents:
  - Proposed Policies (January 2024)
  - Proposed Housing and Employment Allocations (January 2024)
- 1.3 The Development Plan for North West Leicestershire District Council comprises of the North West Leicestershire Local Plan 2011-2031, which was adopted on 16<sup>th</sup> March 2021 following a partial review, the Leicestershire Minerals and Waste Local Plan (2018) and all 'made' Neighbourhood Plans.
- 1.4 North West Leicestershire are in the process of preparing a new Local Plan which will cover the period 2020-2040. The Plan will replace the Local Plan (2021) which currently sets out planning policies to guide development until 2031. The adopted Local Development Scheme (October 2023) anticipates that the publication version of the Plan (Regulation 19) will be agreed in December 2024 with a view to consult in January/ February 2025, submit in May 2025 and adopt in October 2026. The Council are currently on schedule to meet these dates. Given that the draft Plan will not reach Regulation 19 stage until after 19 March 2024, the policies in the latest National Planning Policy Framework (NPPF) (December 2023) apply.
- 1.5 Our client is the owner of and is promoting Heath Lodge, Tamworth Road, DE12 ZBH (hereinafter referred to as 'the Site') to deliver employment (Use Class B2/B8 and Class E (g) i, ii, iii) and road-side retail development (Use Class E (a)/ Sui Generis). A Site Location Plan for Heath Lodge is included in Appendix 1 of this Representation.
- 1.6 The Site is located in a highly sustainable location adjacent to J11 of the M42 and offers immediate access to the UK's motorway network. It is located within easy reach of Birmingham and East Midlands airports and is under 50km from Birmingham, Leicester, Derby and Nottingham.
- 1.7 The Site presents an opportunity to compliment Mercia Park, which is located to the west of the site beyond the motorway. Mercia Park is a 3.5m sq ft manufacturing and logistics development, home to Jaguar Land Rover's Global Logistics Centre alongside a flagship for global transport and logistics company DSV. The parcel of land between J11 of the M42 and the Site is currently controlled by developers IM Properties, who also control Mercia Park. The land to the north east of the site is controlled by the promoter Redfern. Heath Lodge is effectively the missing piece of the jigsaw for the wider land parcel to become a strategic employment allocation to meet North West Leicestershire and the surrounding Authorities long term needs.
- 1.8 This representation has been prepared in the context of the following planning policies.
- 1.9 Paragraph 7 of the National Planning Policy Framework (2023), hereinafter referred to as the NPPF, states that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 8 of the NPPF (2023) sets out three sustainability objectives which are as follows:

*"a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support*



*growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and*

*c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”*

- 1.10 Paragraph 22 of the NPPF states that *“strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.”*
- 1.11 In accordance with Paragraph 35 of the NPPF (2023), Local Plans must be assessed as to whether they accord with legal and procedural requirements and meet the tests of soundness as set out below:
- “a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area’s objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
- b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
- c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and*
- d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.”*
- 1.12 Section 6 of the NPPF (2023) sets out the Government’s aim to build a strong, competitive economy. Paragraph 81 states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Paragraph 83 states that planning decisions should recognise and address the specific locational requirement of different sectors. This includes *“making provision for clusters or networks of knowledge and data-driven, creative or high-technology industries; and for storage and distribution operations at a variety of scales and in suitably accessible locations.”*

## 2.0 REPRESENTATION

### Plan Period

- 2.1 Paragraph 22 of the NPPF (2023) requires strategic policies to look ahead over a minimum 15 year period from adoption to anticipate and respond to long-term requirements and opportunities. The

Council's latest Local Development Scheme (October 2023) anticipates that the publication version of the Plan (Regulation 19) will be agreed in December 2024 with a view to consult in January/ February 2025, submit in May 2025 and adopt in October 2026. The Council are currently according with this timescale.

- 2.2 The wording of paragraph 22 makes very clear that the minimum (our emphasis) number of years strategic policies should look ahead from adoption (our emphasis) is 15 years. NWLDC, however, are looking to adopt the Plan in October 2026 which means they would only be looking forward 14 years based on their current plan period (2020-2040).
- 2.3 The Draft Plan is not supported by robust justification as to why a reduced time period is considered the most appropriate approach taking into account the evidence base and the need to be consistent with the NPPF (2023). Thus, it is considered that the plan period does not align with paragraph 22 of the NPPF (2023) and would therefore not meet the test of soundness at examination.
- 2.4 Extending the plan period would increase the chance of allocated sites being delivered within the plan period and would ultimately lead to more employment schemes being planned and delivered.
- 2.5 Paragraph 22 of the NPPF (2023) makes clear that where larger scale developments form part of the strategy for the area, policies should be set within a vision that looks ahead to at least 30 years to take into account the likely timescale for delivery. It is noted that a number of the draft housing allocations, employment allocations and proposed locations for strategic distribution contained within the Proposed Housing and Employment Allocations (January 2024) document comprise (or could comprise) large scale developments. Thus, the plan period should look ahead to at least 30 years to be consistent with national policy.

### **Proposed Policies (January 2024)**

- 2.6 The Proposed Policies (January 2024) document sets out the draft policies which the District Council is proposing should form part of the new Local Plan for North West Leicestershire.

#### Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

- 2.7 Draft Policy S1 identifies that the requirement for employment land to 2040 is 59,590sqm for office uses and 195,500sqm for industrial and small warehousing of less than 9,000sqm. With regard to strategic employment land, it states that the requirement for land for strategic B8 (warehousing) of more than 9,000 sqm will have regard to the outcome from the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study, which is yet to be completed.
- 2.8 We have noted an error in the draft policy with regard to the floorspace requirement for office uses. The Need for Employment Land Study (November 2020) (otherwise known as the 'Stantec Study') makes clear that the requirement for offices is 2,590sqm per annum. The Employment Topic Paper (February 2024) explains that the outstanding amount of general needs employment floorspace stems from the findings of the Study rolled forward an additional year to correspond with the end of the plan period (2040). It notes that the residual figure also takes account of *"a) land allocated in the adopted Local Plan; b) development built and permitted since the study base date of 2017; c) a losses allowance to compensate for sites which will be redeveloped for other uses over the plan period; and d) a flexibility margin to deal with unanticipated circumstances."* On the basis of the above, it is considered that requirement should cover a period of 23 years (2017-2040). As such, the requirement for office uses set out in Draft Policy S1 needs to be updated to state 59,570sqm to ensure that it is robust and factually correct.
- 2.9 Whilst we support the Council's decision to utilise the Stantec Study (2020), which is the more detailed and locally specific of the two studies, we disagree with the Study's approach of treating the office

requirement as a maximum figure. Whilst we appreciate that there is uncertainty about the extent to which homeworking will impact on the future need for office space, it is our view treating the office requirement figure as a maximum is not proactive and would fail to assist in building a strong, competitive economy contrary to Chapter 6 of the NPPF (2023). CBRE's latest UK Real Estate Market Outlook (2024) highlights that UK office take-up is expected to increase this year and the demand for best quality buildings in the best locations will remain robust, leading to rental growth in most UK markets. Given the ever-changing nature of employment requirements, it is considered that there should be no maximum requirement for office uses in the Plan. This would help to ensure the Plan meets the test of soundness with regard to being positively prepared and consistent with national policy.

- 2.10 We support the Stantec's Study (2020) approach of treating the industrial/ small warehousing requirement as a minimum figure. This approach acknowledges the uncertain level of demand for industrial/ small warehousing uses and allows flexibility. It is our view that adopting such an approach will assist in building a strong, competitive economy in line with Chapter 6 of the NPPF (2024). Therefore, it is considered that utilising this approach will help to ensure the Plan meets the test of soundness with regard to being positively prepared and consistent with national policy.
- 2.11 With regard to strategic employment uses, we are concerned about the robustness of the Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change report which was prepared by GL Hearn in April 2021 and subsequently amended in March 2022. In particular, we are concerned that it fails to take into account strategic B2 uses which make an important contribution to the economy. It is our view that strategic B2 uses should be accounted for to help build a strong, competitive economy in line with Chapter 6 of the NPPF (2023). Thus, it is considered that the evidence base underpinning the Plan is flawed and should be updated.
- 2.12 The Employment Topic Paper makes clear that the Leicester and Leicestershire authorities have commissioned further work to assess how best to apportion the needs identified in the Strategic Distribution Study within the county area. NWLDC are not proposing a further Regulation 18 consultation once the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study is complete. Thus, the next opportunity to make representations will be at the Preferred Options stage (Regulation 19).
- 2.13 We propose that a further Regulation 18 consultation is held prior to the publication version of the Plan being agreed and consulted on to specifically address the options regarding strategic employment land within the District. This will ensure that relevant bodies and persons have had the opportunity to make representations on this matter prior to a preferred approach being decided by the Council.

#### Policy S2 (Settlement Hierarchy)

- 2.14 Policy S2 states that the strategy of the plan is to direct new development to appropriate locations within the Limits to Development or exceptionally to the proposed new settlement Land South of East Midlands Airport (Isley Woodhouse). It fails, in its wording, to refer to allocations outside of the Limits to Development. It is therefore considered that the policy wording should be amended to include allocated sites outside of the Limits to Development or the emerging Policy Map should amend the Limits to Development to encompass the allocations.

#### Draft Policy En2 (River Mease Special Area of Conservation)

- 2.15 Policy En2 of the Draft Plan states that in circumstances where exceptionally, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency; development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively, will not have an adverse impact on the integrity of the River Mease Special Area of

Conservation. It is unclear why the word 'exceptionally' is used to describe this solution. In our view, if a drainage solution has been agreed with the Environment Agency and meets the criteria of the policy, it should be deemed acceptable. Thus, we propose that the policy wording is amended to remove the word 'exceptionally'.

**Proposed Housing and Employment Allocations (January 2024)**

- 2.16 The Proposed Housing and Employment Allocations (January 2024) document identifies sites which the Council propose should be allocated for future housing or employment development as part of the new Local Plan for North West Leicestershire. It also sets out potential locations for strategic distribution development.
- 2.17 The document makes clear that all Strategic Housing and Economic Land Availability Assessment (SHELAA) (2021) sites which are potentially suitable for strategic distribution uses have been appraised as part of the Council's site assessment work. Thus, any sites that were submitted to the Council after the SHELAA was prepared will not have been considered in the Council's site assessment work and thus do not appear in the consultation document. Carter Jonas submitted our client's Site, Heath Lodge, to the Council on the 21<sup>st</sup> December 2023 after the SHELAA was published. Whilst the Site is yet to be formally assessed by the Council, we have been advised that an assessment will be published when the Council's Local Plan Committee considers which sites should be included within the Regulation 19 Plan.
- 2.18 The document sets out 2 options for the potential locations for strategic distribution uses: Land South of East Midlands Airport (SHELAA Reference No. EMP90 (part)) and Land to the North of J11 A/M42 (SHELAA Reference No. EMP82). Whilst some justification is provided as to why these sites were selected as potential locations for strategic distribution uses, which we discuss in more detail below, it is unclear why only 2 sites were selected, particularly given that the requirement for strategic employment uses has not yet been determined.
- 2.19 We strongly urge the Council to re-consult on the potential locations for strategic distribution uses once the outcome of the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study has been made publicly available.
- 2.20 An Interim Sustainability Appraisal Report of the Employment Strategy Options was prepared by ClearLead Consulting Limited on behalf of NWLDC in September 2022. The document assesses five general employment strategy options for how the Local Plan Review could distribute general employment land across the district. Option 2a of the document seeks to allocate *"employment land at Coalville, Ashby and Castle Donnington/ East Midlands Airport, at the Local Service Centres and at a new, expanding employment location at J11 M42."* The document concludes that Option 2a is the most favourable from a sustainability perspective, which we concur with.
- 2.21 Our client's site, Heath Lodge, is located adjacent to J11 of the M42 and presents an excellent opportunity to compliment Mercia Park and deliver employment land in a highly sustainable location. The site is located within easy reach of Birmingham and East Midlands airports and is under 50km from Birmingham, Leicester, Derby and Nottingham. It is our view that a safe and suitable access to the site can be achieved for all transport modes off Tamworth Road to the south east. This access has the potential to serve a wider land parcel to enable the delivery of a large strategic employment site to meet the long term employment needs of NWLDC and the surrounding Authorities. More details on this are provided below. It is our view that a strategic employment site should come forward on the eastern side of the M42. This would help to ease traffic on the opposite side of the motorway where the existing Mercia Park development is located.

- 2.22 In terms of technical constraints, the site is located in Flood Zone 1 and is therefore considered to be at low risk of flooding from the rivers and sea. The nearest statutorily listed buildings are ‘Coach House and Stables at the Old Rectory’ (Grade II) and ‘The Old Rectory’ (Grade II) which are located some 250m to the south of the site and are considered unlikely to be impacted by the proposals, particularly given the site’s surrounding context. The Site is located within the River Mease Catchment area and Site of Special Scientific Interest (SSSI). It is envisaged that this is not an insurmountable constraint and HS2 Ltd are willing to work proactively with the Council and Natural England through the Local Plan process to address this matter.
- 2.23 The Site is considered to be suitable, available and deliverable within the next 0-5 years for employment development. It therefore would help to build a strong, competitive economy in line with Chapter 6 of the NPPF (2023).
- 2.24 Heath Lodge is situated between 2 sites that have been assessed by the Council in the Strategic Housing and Economic Land Availability Assessment (Part 2) Assessment of Potential Employment Sites (2021). Land Adj (NE) of J11 A42 Tamworth Road (Land Reference EMP83) is being promoted by IM Properties Plc for roadside commercial uses (drive thru; hotel; petrol filling station); offices, B2 and B8 uses. Land East of A42 J11, North of Tamworth Road, Measham (Land Reference EMP84) is being promoted by Redfern for offices; industry; storage and distribution.
- 2.25 Since the SHELAA (2021) was prepared, an Interim Sustainability Report of the Site Options (March 2023) has been prepared, alongside proformas, which appraises all sites assessed through the SHELAA process. This document underpins the Proposed Housing and Employment Allocations (January 2024) document and appraises both neighbouring sites (EMP83 and EMP84). NWLDC have also prepared detailed employment site assessments which bring together information from the proformas, Sustainability Appraisal and SHELAA, as well as any further information that came to light through the site assessment process.
- 2.26 With regard to Land Adj (NE) of J11 A42 Tamworth Road (Land Reference EMP83), the Sustainability Appraisal appraised the site as having positive effects with regard to SA5 (Support economic growth throughout the district) and significant positive effects with regard to SA7 (Provision of a diverse range of employment opportunities that match the skills and needs of local residents). We concur with this assessment, although we would argue that the site would have significant positive effects with regard to SA5 if the site came forward as part of a wider strategic employment land parcel alongside EMP84 and our client’s site Heath Lodge. The site is appraised less positively in terms of the following SA objectives: SA6 (Enhance the vitality and viability of existing town centres and village centres); SA8 (Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs); SA12 (Protect and enhance the District’s biodiversity and protect areas identified for their nature conservation and geological importance); SA13 (Conserve and enhance the quality of the District’s landscape and townscape character); and SA14 (Ensure Land is used efficiently and effectively).
- 2.27 With regard to SA6, whilst we recognise that the site is located within the countryside, set away from any settlement, it is our view that if a scheme came forward that encompassed all three sites, the scale of this would enable a comprehensive development to be brought into fruition which could improve public transport connections to increase sustainability credentials. This would in turn help to enhance the vitality and viability of nearby centres. This view is echoed in the Employment Site Assessments document. The proximity to the strategic road network is paramount for a strategic employment allocation and this has been achieved at Mercia Park to the west which is also not adjoined to an existing settlement.

- 2.28 In terms of SA8, as noted above, it is considered that if a scheme came forward that encompassed all three sites, it could lead to improved public transport connections. There is also an opportunity for the site to utilise the bus routes serving the existing Mercia Park development. With regard to active travel, it is considered that infrastructure upgrades could be made to Tamworth Road to the south which connects the site to Measham. The Employment Site Assessments document view concurs this, noting that negative impacts could be mitigated against if the site was served by regular bus services and other sustainable modes of transport.
- 2.29 With regard to SA12, we understand that the justification for the site's negative appraisal is due to its location within the River Mease catchment. It is our view that this issue is not insurmountable and that a suitable scheme of mitigation could come forward to ensure that the site is achievable. This could ultimately be controlled through planning policy to ensure any forthcoming planning applications are delivered alongside appropriate mitigation measures and provide biodiversity net gain in line with the Environment Act (2021).
- 2.30 In terms of SA13, we are in disagreement with the Sustainability Appraisal's assessment that the site would lead to significant negative effects with regard to landscape and townscape character impacts. The Further Landscape Sensitivity Study (Sensitivity Parcel Appraisals) (August 2021) considers site EMP83 as part of parcel 08APP-C, alongside site EMP84. The study concludes that the parcel holds little sense of place and low tranquillity. It appraised the parcel as having an overall medium-low level of landscape sensitivity to change arising from new employment development. In terms of visual sensitivity, the Study notes that the levels of access within the parcel are considered to be infrequent. It states that whilst there are open views across the parcel and mid distance views to Measham and Appleby Magna, these views include the presence of visual detractors. It appraised the parcel as having an overall medium level of visual sensitivity to change arising from new employment development. The Employment Site Assessment document considers that this could be mitigated through landscaping and scheme design. We concur with this assessment.
- 2.31 With regard to SA14, whilst it is acknowledged that the site comprises of greenfield land, it is our view that greenfield sites will need to be developed in order to meet the employment needs of NWLDC and the surrounding Authorities. The site is located in a highly sustainable location and presents an opportunity to bring forward a large strategic employment scheme with site EMP84 and Heath Lodge.
- 2.32 With regard to highways, the Employment Site Assessments document notes that the Highway Authority considers that the creation of a four arm roundabout at Tamworth Road and Rectory Lane would be their preferred access option. It states that this will require a co-ordinated approach with other potential sites and further information regarding speeds to ensure that a satisfactory access could be achieved. High Speed Two (HS2) Ltd would be willing to work with neighbouring sites to co-ordinate a suitable access for the wider land parcel.
- 2.33 The Employment Site Assessments document concluded that the site was available and achievable subject to the identification of a scheme of mitigation for the River Mease Catchment. However, it discounted the site at the time on the basis of the following:
- "The site is within the open countryside some distance from the nearest settlement. The site is well located in terms of its proximity to the Strategic Road Network but is poorly served by sustainable transport options. Whilst the site's location on the junction would be attractive to strategic B8 operators, the scale of the site would be too small unless it were to come forward in conjunction with adjacent land. The site could accommodate some general needs employment (approximately 6,400sqm). However sustainable transport connections are poor, and development is unlikely to be of a scale to fund any infrastructure upgrades which would be necessary. In terms of developing*

*roadside facilities, there are existing facilities to the southeast of J11 and no requirement for additional facilities in this location has been demonstrated.”*

- 2.34 With regard to the site’s location in the open countryside and it’s limited sustainable transport options, it has been demonstrated above that if a scheme came forward that encompassed all three sites, the scale of this would enable a comprehensive development to be brought into fruition which could improve public transport connections. What’s more, Mercia Park to the west of the site is not adjoined to an existing settlement but was still considered favourably by the Council. Thus, it is considered that the site should not be discounted for these reasons. With regard to the scale of the site, it has been demonstrated that the site could come forward as part of a wider strategic land parcel alongside site EMP84 and Heath Lodge for strategic employment uses. This would help to meet the employment needs of NWLDC and the surrounding Authorities. Thus, it is considered that the site should not be discounted on this basis. Finally, with regard to the comments around the development of roadside facilities, it is considered that if a scheme came forward that encompassed all three sites, additional requirement for such facilities could be justified. What’s more, the site is being promoted for a mix of uses, including offices, B2 and B8 as well as road-side uses, thus it is considered that other uses could come forward on the site if it is perceived that there is no requirement for additional roadside facilities. Therefore, it is considered that the site should not be discounted on this basis.
- 2.35 To conclude, it is our view that site EMP83 is a highly sustainable site which is suitable for employment uses when viewed as part of a wider strategic land parcel alongside site EMP84 and Heath Lodge. Whilst it was previously discounted from being a candidate for allocation, this was prior to the submission of our client’s site Heath Lodge, which is considered to be the missing piece of the jigsaw for the wider land parcel to become a strategic employment allocation to meet the long term needs of NWLDC and the surrounding Authorities. We therefore strongly urge the Council to re-consider site EMP83, alongside sites EMP84 and Heath Lodge, as a strategic employment allocation.
- 2.36 With regard to Land East of A42 J11, North of Tamworth Road, Measham (Land Reference EMP84), the Sustainability Appraisal appraised the site as having positive effects with regard to SA5 (Support economic growth throughout the District) and significant positive effects with regard to SA7 (Provision of a diverse range of employment opportunities that match the skills and needs of local residents). The site is appraised less positively in terms of the following SA objectives: SA6 (Enhance the vitality and viability of existing town centres and village centres); SA8 (Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs); SA11 (Ensure the District is resilient to the impacts of climate change); SA12 (Protect and enhance the District’s biodiversity and protect areas identified for their nature conservation and geological importance); SA13 (Conserve and enhance the quality of the District’s landscape and townscape character); and SA14 (Ensure Land is used efficiently and effectively).
- 2.37 With regard to SA6, as noted above, whilst we acknowledge that the site is located in the countryside away from any settlement boundaries, it is considered that if all three sites were to come forward as a strategic employment allocation, improvements could be made to public transport to increase the site’s sustainability credentials. This would in turn help to enhance the vitality and viability of nearby centres. This is echoed in the Employment Site Assessments document, which states that whilst the site’s negative impacts cannot be mitigated against as the factor is measured on the site’s physical distance to a nearby settlement, upgraded sustainable transport would improve the site’s connectivity to nearby centres.
- 2.38 In terms of SA8, as noted above, if a scheme came forward that encompassed all three sites, it is considered that its scale would enable sustainable travel infrastructure improvements to come

forward. This is echoed in the Employment Sites Assessment document which states that the negative impacts could be mitigated against if the site could be served by regular, frequent bus services.

- 2.39 With regard to SA11, whilst we acknowledge that the site is partially located within Flood Zones 2 and 3, which are considered to be at medium and high risk of flooding from rivers and the sea respectively, it is considered that this is not insurmountable and can be satisfactorily mitigated against. The vast majority of the site is located in Flood Zone 1 and it is only the north western boundary that is at risk of flooding. As such, it is considered that this can be mitigated against by a suitable scheme design and drainage scheme. This could ultimately be controlled through planning policy to ensure any forthcoming planning applications are delivered alongside appropriate mitigation measures. Thus, we are in disagreement with the Sustainability Appraisal's assessment that site EMP84 would lead to negative effects with regard to SA11.
- 2.40 In terms of SA12, as with EMP83 above, it is understood that the site has been appraised negatively in the SA due to its location within the River Mease Catchment. This is not considered to be an insurmountable constraint and in our view can be satisfactorily mitigated against. As noted above, this could be controlled through planning policy to ensure any forthcoming planning applications are delivered alongside appropriate mitigation measures and provide biodiversity net gain in line with the Environment Act (2021). The Employment Site Assessments document concurs with our assessment, stating that any negative impacts could be mitigated against dependent on the outcome of ecological surveys and the pumping out of the outflows from the Sewage Treatment Works at Packington and Measham.
- 2.41 With regard to SA13, site EMP84 is located in the same landscape sensitivity parcel as EMP83 and thus has a medium-low overall landscape sensitivity to change resulting from employment development and a medium overall visual sensitivity. As noted above, it is considered that negative impacts with regard to landscape are not insurmountable and can be satisfactorily mitigated against through a landscaping scheme and overall scheme design. The Employment Site Assessments document concurs with our assessment. The Further Landscape Sensitivity Study (Sensitivity Parcel Appraisals) (August 2021) recommends additional buffer planting where the site borders onto roads and identifies that the northern edge of the site of higher landscape sensitivity. In our view, a landscape scheme could come forward which sufficiently addresses these points. Thus, we are in disagreement with the Sustainability Appraisal's assessment of site EMP84 regard to SA13.
- 2.42 Finally, in terms of SA14, as noted in relation to EMP83 above, whilst it is acknowledged that the site comprises of greenfield land, it is our view that greenfield sites will need to come forward and be developed in order to meet the employment needs of NWLDC and the surrounding Authorities. The site is located in a sustainable location and presents an opportunity to form part of a large, strategic employment allocation with EMP83 and Heath Lodge.
- 2.43 The Employment Site Assessments document concludes that site EMP84 is available and achievable subject to Natural England's concerns around the impact of the development on the River Mease Site of Scientific Interest (SSSI) being addressed. However, it discounted the site at the time on the basis of the following:

*"This site's position on J11A42 makes it an attractive location for businesses requiring good access to the strategic road network. Substantial public transport and walking/cycling improvements would be required to reduce employees' reliance on cars for both commuting and access to local services. The site comprises open arable fields which are attractive in their own right and are also of higher agricultural land quality. Although the south western part of the site has some relationship to the commercial development and highway infrastructure at J11A42, overall it is a very open site without a logical boundary to its north-eastern edge. Development would be prominent in views from A42*



*southbound and would fundamentally alter the rural approaches to Appleby Magna and Measham from the west. Natural England advise that a substantial portion of the site (and adjacent land) would need to be devoted to ecological enhancement and ecological measures would need to be subject to further discussion.”*

- 2.44 We concur with the document’s assessment that site EMP84’s position on J11A42 makes it an attractive location for businesses requiring good access to the strategic road network. With regard to sustainable transport improvements, we have noted above that if a scheme came forward that encompassed EMP83, EMP84 and Heath Lodge, this would enable a comprehensive development to be brought into fruition which could improve public transport connections and thus reduce employees’ reliance on cars for both commuting and access to local services. Therefore, it is considered that the site should not be discounted for this reason. In terms of agricultural land quality, DEFRA’s Magic Maps shows that the site predominantly comprises of Grade 2 agricultural land, which is defined by Natural England as being of very good quality. It is noted, however, that there is an abundance of Grade 2 agricultural land in the area surrounding the site. Thus, it is considered that the site should not be discounted on this basis. In terms of the conclusion around landscape impacts and views, it has been noted above that The Further Landscape Sensitivity Study (Sensitivity Parcel Appraisals) (August 2021) only appraises the parcel of land as having medium-low overall landscape sensitivity and medium visual sensitivity. It is considered that this can be satisfactorily mitigated against through a suitable landscaping scheme. Thus, it is considered that the site should not be discounted on these grounds. Finally, it is considered that a substantial portion of the site could be devoted to ecological enhancement and ecological measures. As noted above, this could be secured through planning policy to ensure any forthcoming planning applications are delivered alongside appropriate mitigation measures and provide biodiversity net gain in line with the Environment Act (2021). With regard to the conclusion’s comments around adjacent land needing to be devoted to ecological enhancement and ecological measures, High Speed Two (HS2) Ltd would be willing to work with Natural England to ensure that suitable mitigation and enhancement measures are provided.
- 2.45 To conclude, it is our view that site EMP84, when viewed alongside EMP83 and Heath Lodge, is a highly sustainable site which could come forward as part of a wider land parcel to meet the long term needs of NWLDC and the neighbouring Authorities. Whilst it was previously discounted, this was prior to the submission of our client’s site Heath Lodge, which is considered to be the missing jigsaw piece for the wider parcel to come forward as a strategic employment allocation. We urge the Council to re-consider site EMP84, alongside site EMP83 and Heath Lodge, on this basis.

### **3.0 CONCLUSION**

- 3.1 Carter Jonas LLP have been instructed by the Secretary of State for Transport c/o High Speed Two (HS2) Ltd to submit representations to North West Leicestershire District Council (NWLDC) in respect of the North West Leicestershire Draft Local Plan (Regulation 18).
- 3.2 We consider that the Council should allocate Heath Lodge for employment and road-site development uses, alongside Land Adj (NE) of J11 A42 Tamworth Road (Land Reference EMP83) and Land East of A42 J11, North of Tamworth Road, Measham (Land Reference EMP84). When viewed together, these sites present an excellent opportunity to compliment Merica Park and would assist in building a strong, competitive economy in line with Chapter 6 of the NPPF (2023).
- 3.3 As detailed in this submission, Heath Lodge is a highly sustainable site located in close proximity to the strategic road network. There are no known constraints which would preclude development on the site and it is considered to be suitable, available and achievable.

## 4.0 APPENDICES

Appendix 1: Heath Lodge Site Location Plan, prepared by Carter Jonas.



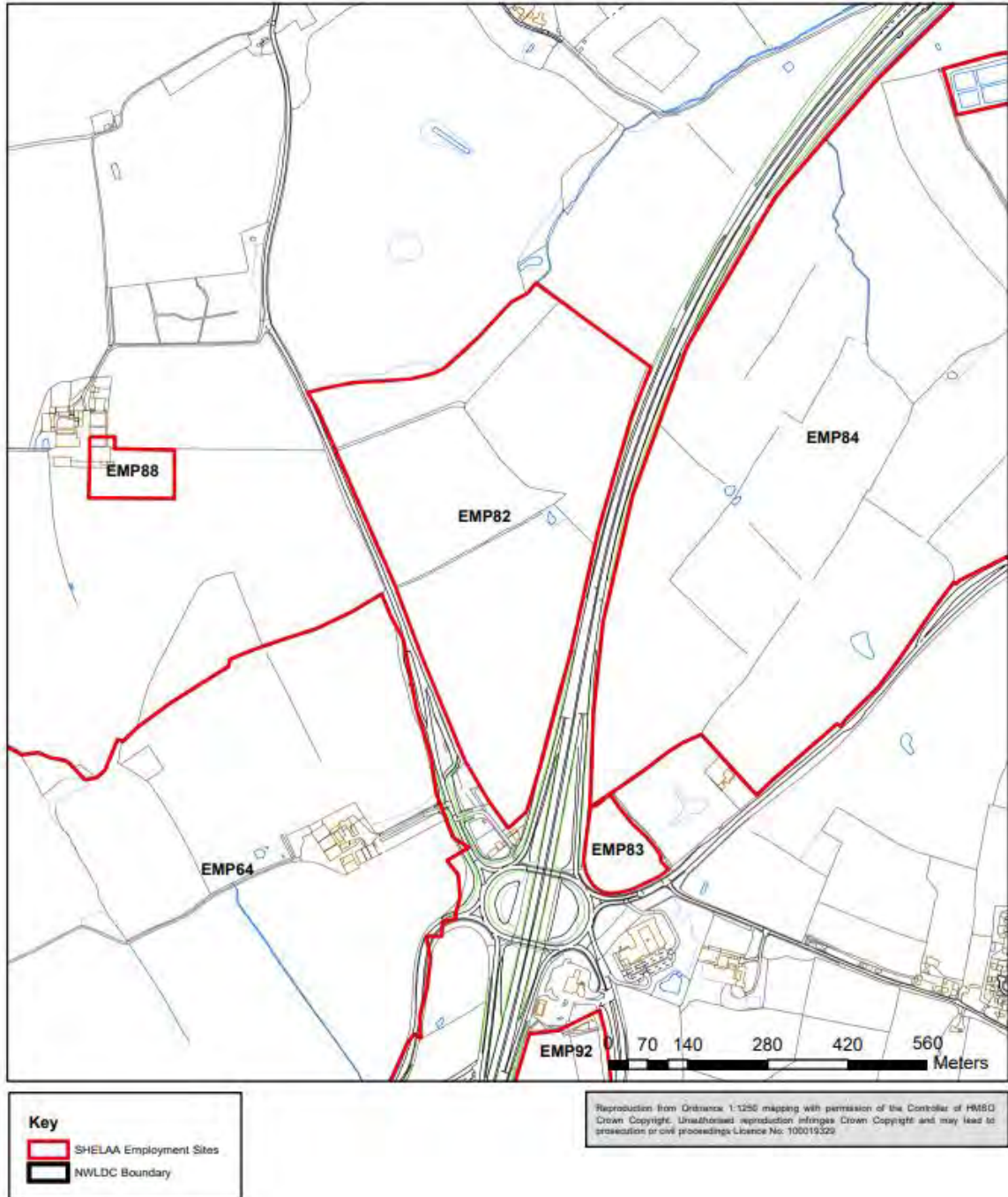
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**Carter Jonas**  
The Riverside, 1st Floor, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

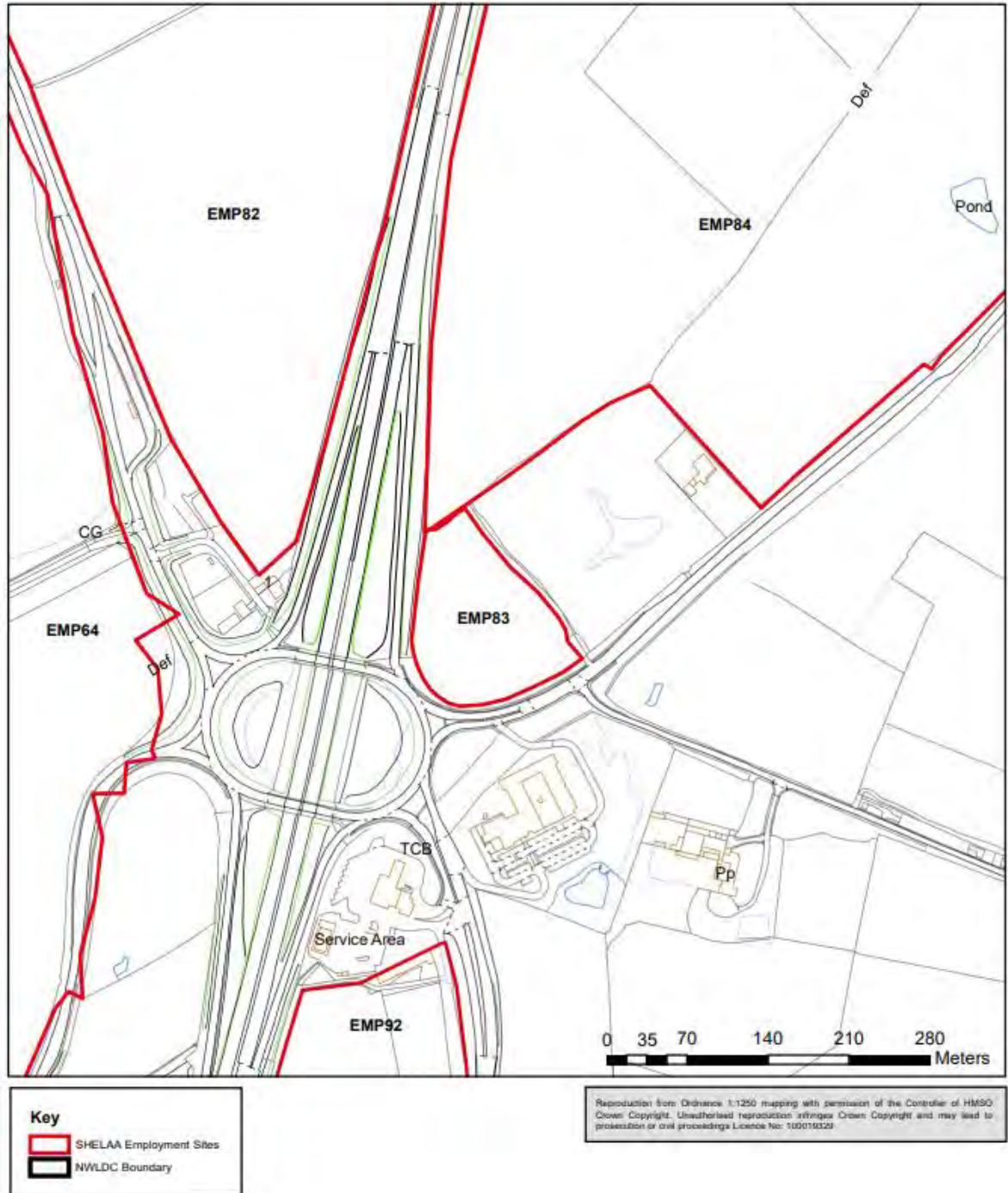


Client:  
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Title: Site location Plan  
Scale: 1:2,500 @ A4 Date: 11/29/2025  
Drawn By: Dwg no:

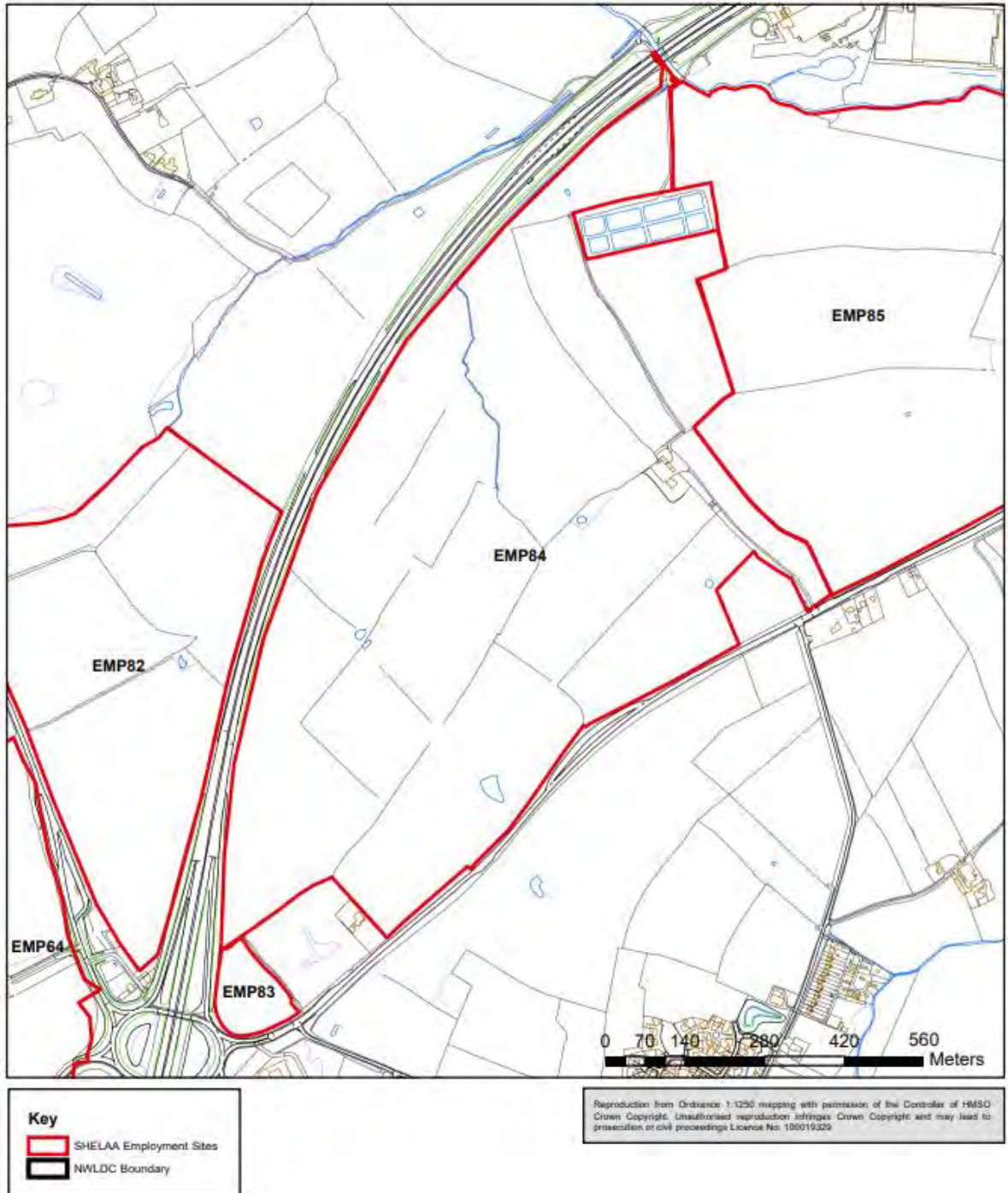
Appendix 2: Land East of A444 and West of A42 (EMP82) (Extract from North West Leicestershire District Council Strategic Housing and Economic Land Availability Assessment 2021 Part 2 – Assessment of Potential Employment Sites).



Appendix 3: Land Adj. (North East) of J11 A42 (EMP83) (Extract from North West Leicestershire District Council Strategic Housing and Economic Land Availability Assessment 2021 Part 2 – Assessment of Potential Employment Sites).



Appendix 4: Land at Junction 11 A42 between A42 and Tamworth Road (EMP84) (Extract from North West Leicestershire District Council Strategic Housing and Economic Land Availability Assessment 2021 Part 2 – Assessment of Potential Employment Sites),







# North West Leicestershire Local Plan Representations.

**Draft Local Plan Regulation 18 Consultation.**

On behalf of Westernrange Limited.

Date: 15.03.2024 | Pegasus Ref: EMS.2774

Local Authority SHLAA Ref: D2 Chapel Street, Donisthorpe

Author: Harry Clayton

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# 1. Introduction

- 1.1. These representations are submitted by Pegasus Group on behalf of Westernrange Ltd in response to the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan.
- 1.2. Our clients wish to make comments on the Proposed Housing and Employment Allocations consultation document and Proposed Policies consultation document.
- 1.3. These representations relate to our client's interests at Chapel Street, Donisthorpe. A Site Location Plan is shown in Appendix A. The site is capable of delivering up to 205 homes with the opportunity to deliver a smaller development of approx. 20 homes.
- 1.4. Our clients have previously engaged in the preparation of the plan including making representations to the Development Strategy Options & Policy Options consultation in March 2022 and submissions to the Strategic Housing Land Availability (SHLAA) Call for Sites.
- 1.5. The site was assessed as part of the 2021 SHELAA and is referenced under D2 – Land at Chapel Street, Donisthorpe.
- 1.6. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

## Part A – Personal Details

	Personal Details	Agent's Details
Title		Mr
First Name		Harry
Last Name		Clayton
Job Title		Planner
Organisation	Westernrange Ltd	Pegasus Group
House/Property Number or Name		██████████
Street		██████████
Town/Village		██████████



Postcode		██████████
Telephone Number		██████████
Email		██

## Declaration

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

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



Signed:

Date: 15/03/24

## 2. Proposed Housing and Employment Allocations

### Draft Policy H2 – Housing Commitments

- 2.1. The Proposed Housing and Employment Allocations consultation document sets out that Draft Policy H2 will provide a list of housing commitments in the Publication version of the Local Plan (Regulation 19). This is an unnecessary policy, commitments can be set out in the housing trajectory, there is no need to include them in a policy.

### Draft Policy H3 – Housing Provision – New Allocations

- 2.2. Draft Policy H3 – Housing Provision – New Allocations outlines the proposed housing allocations to meet the remaining need for around 5,693 dwellings, once completions and commitments are taken into account.

#### Insufficient Supply of Housing

- 2.3. As set out elsewhere in response to Draft Policy S1 and H1, the remaining provision figure needs to be updated to reflect a rebased and extended plan period and the 10% buffer should be applied to the total housing requirement. This is likely to increase the remaining provision figure significantly.
- 2.4. The Proposed Housing and Employment Allocations consultation document already has a shortfall in the supply of sites and this also needs to be addressed. Whilst it is the Council's aim to address this shortfall through additional allocations in the Coalville Urban Area, this may not be practical and other options should be considered.
- 2.5. The Council have already had to compromise on the original aims of the strategy in the urban area by proposing an allocation in an Area of Local Separation and the list of allocations includes a housing figure for undefined Coalville Town Centre Regeneration sites and a Broad Location West Whitwick made up of a number of individual sites. Even with these included, there is a shortfall and there is a possibility that this shortfall in the Coalville Urban Area will increase following this consultation and further work on deliverability.

#### D2: Chapel Stret, Donisthorpe

- 2.6. There is an identified shortfall in housing land identified in the consultation document which needs to be addressed. In this context our client's site, Land at Chapel Street, Donisthorpe, provides a suitable option for allocation as part of this spatial strategy, to help deliver housing over the plan period. The site location is shown in Appendix A.
- 2.7. This is supported by the NPPF (paragraph 83) which outlines that "planning policies should identify opportunities for villages to grow and thrive, especially where this is supported by local services". Donisthorpe has been assessed ahead of the other Sustainable Villages due to the availability of facilities and services and therefore offers a good location for identifying additional sites to support housing delivery.
- 2.8. The site in question lies to the south west of Donisthorpe and provides the opportunity to deliver homes that are well related to the existing settlement form and within walking



distance of the range of services and facilities available in the settlement including the village shop and primary school.

- 2.9. The site offers flexibility in relation to the level of housing delivery. It can offer the opportunity to provide a small extension to village, involving approx. 20 high quality homes, including an element of affordable housing. Contrastingly, if an increased number of homes are needed, the site has the potential to deliver up to 205 dwellings, as assessed in the SHLAA 2021. This size of development has the potential to bring significant benefits to this community.

#### **Deliverability Evidence**

- 2.10. It will be important that the proposed housing allocations identified in the Publication Local Plan provide a sufficient supply of deliverable and developable land to deliver the Council's housing requirement over a 15 year plan period from adoption. This supply should also ensure that a five year supply can be maintained throughout the plan period.
- 2.11. Whilst it is recognised the plan is at an early stage in terms of allocating sites, the Publication Plan will need to be supported by robust deliverability evidence underpinning all the proposed allocations. This should include confirmation on availability, achievability and realistic lead in times and trajectories.
- 2.12. Our client's site at Chapel Street, Donisthorpe is a suitable site which is deliverable within the plan period.

### 3. Proposed Policies: Chapter 4 – Strategy

#### Draft Policy S1 – Future Housing and Economic Development Needs

- 3.1. Draft Policy S1 – Future Housing and Economic Development Needs proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020–2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground, which was signed by the Council in September 2022.

##### Housing Requirement

- 3.2. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.
- 3.3. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.
- 3.4. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

##### Plan Period

- 3.5. The Proposed Policies document identifies a proposed plan period of 2020–2040. This is falls short of providing a 15 year time horizon from the adoption of the plan, in line with paragraph 22 of the NPPF.
- 3.6. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan (Regulation 19) in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood, where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.
- 3.7. The Council will be submitting the Local Plan close to the government’s 30 June 2025 deadline for submitting plans under the current system, before the planning reforms come in. The potential for delays is therefore increased by the potential influx of Local Plans and the impact on the capacity at the Planning Inspectorate to manage Examinations.
- 3.8. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.



- 3.9. Consideration should be given to rebasing the plan period to April 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back.
- 3.10. The standard methodology is updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision and therefore the plan period show start at the April after the last update until the local housing need figure is fixed for two years from submission of the Local Plan.

## **Draft Policy S2 – Settlement Hierarchy**

- 3.11. Draft Policy S2 – Settlement Hierarchy identifies Donisthorpe as a Sustainable Village.
- 3.12. This is supported.
- 3.13. Donisthorpe benefits from a convenience shop, primary school, locally accessible employment, public transport provision and range of other services and facilities including a post office, pub, church, formal and informal recreational facilities.
- 3.14. The relative sustainability of this settlement compared to other settlements within this level of the hierarchy should be recognised in the process of identifying the most sustainable locations for future development. The opportunities for small scale growth to help support services and facilities in the settlement should be considered.
- 3.15. The land in our clients control provides an opportunity for sustainable development to help meet future housing needs.

## 4. Proposed Policies: Chapter 5 – Creating Attractive Places

### Draft Policy AP1 – Design of New Development (Strategic Policy)

- 4.1. The Proposed Policies consultation document does not include draft policy wording for AP1 – Design of New Development, but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.
- 4.2. In principle the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is supported.
- 4.3. The Council need to consider the implications of District Wide Design Codes/Design Guides. There is potential for design codes to stifle good design rather than encourage it, create uniformity and formulaic developments. North West Leicestershire has a successful approach to design which the proposed Supplementary Planning Document approach can further support.

### Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

- 4.4. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating how national energy efficiency targets will be met, what measures have been taken to minimise energy consumption, and what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.
- 4.5. In addition, the policy requires renewable energy generation to be maximised on-site and where on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.
- 4.6. Draft Policy AP4 is not supported in its current form. If a net zero carbon policy is to be implemented by the Council, it must be fully evidenced, justified, and included in viability considerations.
- 4.7. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards – 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions.
- 4.8. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government's commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond

current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework

- 4.9. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

### **Draft Policy AP9 – Water Efficiency**

- 4.10. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.
- 4.11. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements.
- 4.12. This policy is not supported in its current form. Water efficiency is a matter dealt with through Building Regulations and there is insufficient evidence provided for a locally needed lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.





## 6. Proposed Policies: Chapter 6 – Housing

- 6.1. Separately to the Housing and Employment Allocation consultation document which covers Draft Policies H2 and H3, the Proposed Policies consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, and addressing the housing need of the district.

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
- 6.3. The policy includes unnecessary repetition. Point (1) and (2) in the policy repeat Policy S1. In particular point (2) which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but is already set out in S1 (4) so does not need to be repeated here. Points (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.
- 6.4. This provision of a buffer is supported, this is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently. The proposed 10% buffer is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. Consideration should be given to increasing the buffer to 15% at this stage in the process to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.
- 6.5. The Local Plans Expert Group report, 2016 continues to provide a useful and relevant baseline in identifying the level of flexibility local planning authorities should look to build into their plans. The Report recommended a 20% allowance for developable reserve sites to provide extra flexibility to respond to change. An example locally is the Harborough Local Plan adopted with 15% contingency buffer and this has benefited the Council with no issues of housing land supply since the plan was adopted.

### **Draft Policy H4 – Housing Types and Mix (Strategic Policy)**

- 6.6. Draft Policy H4 – Housing Types and Mix includes a dwelling size breakdown from the Housing and Economic Needs Assessment and allows for a deviation of 5%. The draft policy requires any further deviation to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the the nature of the scheme. There are additional justifications for a deviation in the affordable provision, related to evidence of need.
- 6.7. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of well-designed development.

- 6.8. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time of the plan period, any policy relating to dwelling mix should refer to the most up-to-date evidence available. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.
- 6.9. Draft Policy H4 needs to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

### **Draft Policy H5 – Affordable Housing (Strategic Policy)**

- 6.10. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.
- 6.11. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out. This approach is supported.
- 6.12. The Council may need to consider prioritising policy requirements and developer contributions to ensure the plan is deliverable.

### **Draft Policy H7 – Self-build and Custom Housebuilding**

- 6.13. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.
- 6.14. The requirement for sites of 30 dwellings or more to provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported in its current form. This proposed policy will not boost the housing supply and ignores the clear issues over the delivery of self-build plots as part of larger market housing sites.
- 6.15. This policy approach will create practical issues that should be given careful consideration. It is essential that consideration is given to health and safety implications, working hours, length of build programme and therefore associated long-term gaps in the street-scene caused by stalled projects. There is the potential for unsold plots and the timescale for reversion of these plots to the original housebuilder creates practical difficulties in terms of co-ordinating construction activity on the wider site.
- 6.16. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible.

### **Draft Policy H10 – Space Standards**



- 6.17. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.
- 6.18. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. It is important that, in addition to the evidence that has been collected in support of this policy, consideration is given to whether local residents consider these standards are important when buying a home as there will be cost implications of any increase in floorspace may have on the cost of the properties in their area, and the implications this may have for local residents.
- 6.19. There is a clear risk that the proposed inflexible policy approach to this issue will impact on affordability and affect customer choice. Smaller dwellings have always played a valuable role in meeting specific needs for both market and affordable housing.
- 6.20. If this policy is pursued it should be sufficiently flexible to recognise that well-designed house types which fall slightly below any given standard, may still be acceptable, particularly on sites where the majority of the dwellings comply.
- 6.21. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

## **Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing**

- 6.22. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.
- 6.23. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.
- 6.24. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.
- 6.25. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy



requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.

- 6.26. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.
- 6.27. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

## 7. Proposed Policies: Chapter 10 – Environment

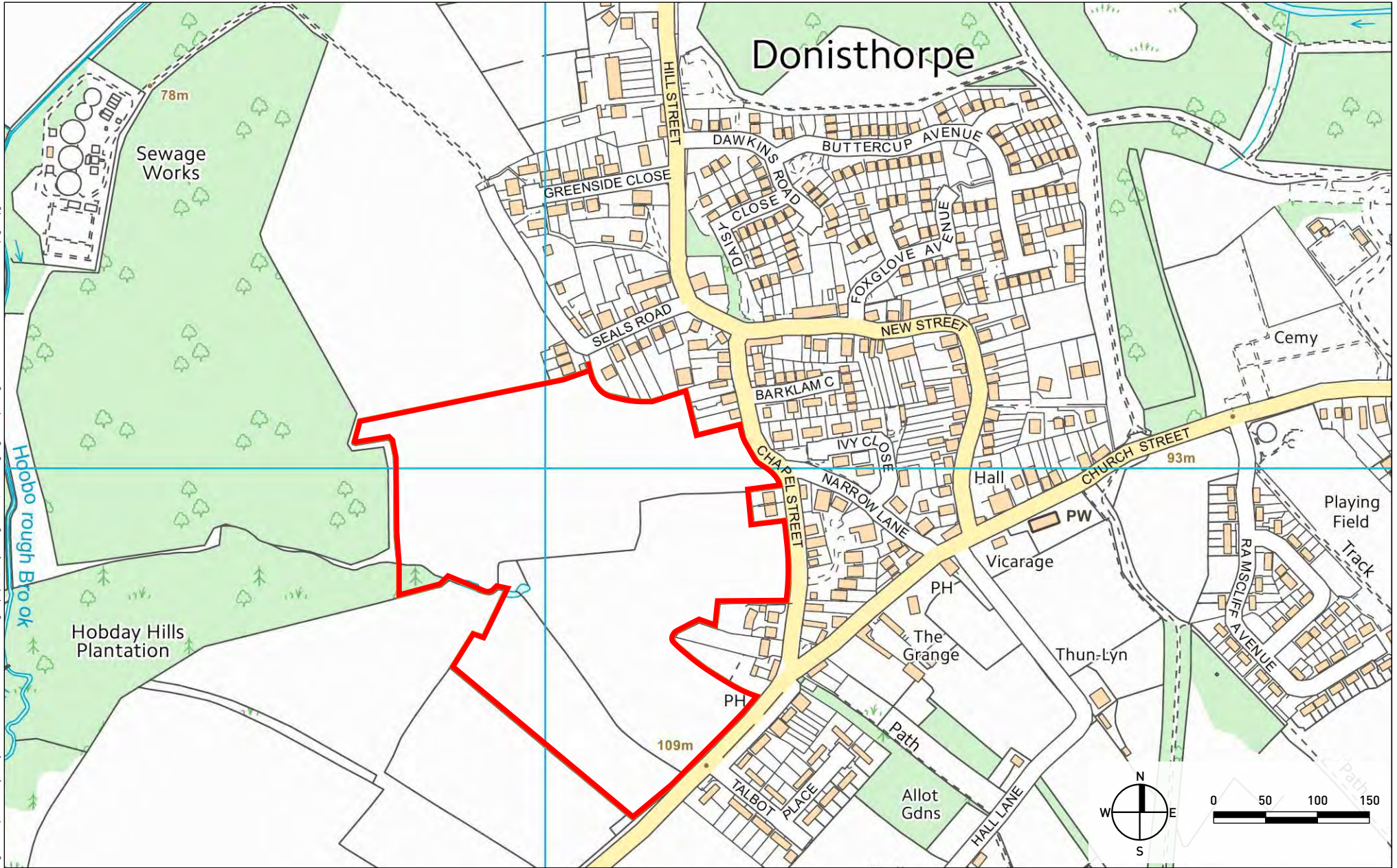
### Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

- 7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.
- 7.2. The requirement for biodiversity net gain in line with national guidance is supported.
- 7.3. The policy requirement (e) for a management plan to be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.
- 7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on-site improvements or improvements close to the site may be less beneficial to biodiversity than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements and therefore policy requirement (d) is not supported.



## Appendix A: Site Location Plan

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### LAND OFF CHAPEL STREET, DONISTHORPE - LOCATION PLAN

Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

**East Midlands**

4 The Courtyard, Church Street, Lockington,  
Derbyshire, DE74 2SL  
T 01509 670806  
E EastMidlands@pegasusgroup.co.uk  
Offices throughout the UK.

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# North West Leicestershire Local Plan Representations.

## Draft Local Plan Regulation 18 Consultation.

On behalf of Westernrange Ltd.

Date: 15.03.2024 | Pegasus Ref: EMS.2774

Local Authority SHLAA Ref: C44 – Land off Church Lane, Whitwick

Author: Harry Clayton

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# 1. Introduction

- 1.1. These representations are submitted by Pegasus Group on behalf of Westernrange Ltd in response to the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan.
- 1.2. Our clients wish to make comments on the Proposed Housing and Employment Allocations consultation document and Proposed Policies consultation document.
- 1.3. These representations relate to our client's interests at Land off Church Lane, Whitwick. A Site Location Plan is shown in Appendix A. The site is capable of delivering up to 36 homes.
- 1.4. Our clients have previously engaged in the preparation of the plan including making representations to the Development Strategy Options & Policy Options consultation in March 2022 and submissions to the Strategic Housing Land Availability (SHLAA) Call for Sites.
- 1.5. The site was assessed as part of the 2021 SHELAA and is referenced under C44 – Land off Church Lane, Whitwick.
- 1.6. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

## Part A – Personal Details

	Personal Details	Agent's Details
Title		Mr
First Name		Harry
Last Name		Clayton
Job Title		Planner
Organisation	Westernrange Ltd	Pegasus Group
House/Property Number or Name		██████████
Street		██████████
Town/Village		██████████,
Postcode		██████████

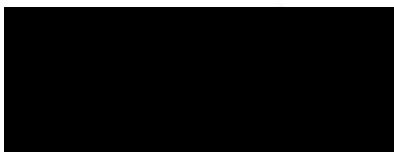


Telephone Number		██████████
Email		██

## Declaration

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

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

Signed: 

Date: 15/03/24

## 2. Proposed Housing and Employment Allocations

### Draft Policy H2 – Housing Commitments

- 2.1. The Proposed Housing and Employment Allocations consultation document sets out that Draft Policy H2 will provide a list of housing commitments in the Publication version of the Local Plan (Regulation 19). This is an unnecessary policy, commitments can be set out in the housing trajectory, there is no need to include them in a policy.

### Draft Policy H3 – Housing Provision – New Allocations

- 2.2. Draft Policy H3 – Housing Provision – New Allocations outlines the proposed housing allocations to meet the remaining need for around 5,693 dwellings, once completions and commitments are taken into account.

#### Coalville Urban Area Shortfall

- 2.3. The Proposed Housing and Employment Allocations consultation document identifies a shortfall in the supply of sites in the Coalville Urban Area which needs to be addressed.
- 2.4. Our client's site is located within the Coalville Urban Area, off Church Lane in Whitwick. It would therefore contribute to meeting the identified shortfall in line with the overall development strategy for the District.

#### Land off Church Lane, Whitwick

- 2.5. There is an identified shortfall in housing land identified in the consultation document which needs to be addressed and in this context our client's site, Land off Church Lane, Whitwick, should be reconsidered for allocation as part of the spatial strategy to help deliver housing over the plan period. The site is shown in Appendix A.
- 2.6. The site lies to the south of Whitwick forming part of the Coalville Urban Area and is well related to the existing settlement form and within walking distance of the range of services and facilities available in the settlement, including existing employment and Primary School.
- 2.7. The site offers the opportunity to provide approximately 36 high quality homes, including affordable homes. The site is readily available and deliverable within the plan period and can be delivered without any significant adverse impacts.
- 2.8. The Sustainability Appraisal site assessment identifies that the site forms part of the area of separation with adjacent land and therefore forms part of a wider green network and will have an impact on sensitive landscape. It also highlights that the site does not follow the existing linear development pattern which characterises this part of the settlement.
- 2.9. It is important to note that the current linear development plan has already been departed from with planning permission granted for 15 homes south of Church Lane (planning application reference: 23/01277/OUTM). This application involves the demolition of nos. 137 and 139 Church Lane, and delivery of new homes along a new road which extends southwards with all but one of the new homes located further south than the existing linear development. This significantly changes the context for our client's site.

- 2.10. The Council is making difficult decisions as part of this local plan process and identifying sites within the Areas of Local Separation associated with the urban area. This is a relatively small site, similar to that already permitted south of Church Lane. This development could be brought forward without undermining the wider separation of the linked settlements, with appropriate masterplanning. The separation will continue to be maintained by the wooded Grace Dieu Brook corridor and cemetery to the east of the site. This site should be reconsidered.

### **3. Proposed Policies: Chapter 4 – Strategy**

#### **Draft Policy S1 – Future Housing and Economic Development Needs**

- 3.1. Draft Policy S1 – Future Housing and Economic Development Needs proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020–2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground, which was signed by the Council in September 2022.

##### **Housing Requirement**

- 3.2. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.
- 3.3. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.
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##### **Plan Period**

- 3.5. The Proposed Policies document identifies a proposed plan period of 2020–2040. This is falls short of providing a 15 year time horizon from the adoption of the plan, in line with paragraph 22 of the NPPF.
- 3.6. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan (Regulation 19) in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood, where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.
- 3.7. The Council will be submitting the Local Plan close to the government’s 30 June 2025 deadline for submitting plans under the current system, before the planning reforms come



in. The potential for delays is therefore increased by the potential influx of Local Plans and the impact on the capacity at the Planning Inspectorate to manage Examinations.

- 3.8. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.
- 3.9. Consideration should be given to rebasing the plan period to April 2024 before the Publication Local Plan is consulted on in January 2025 and the plan is submitted. The completions data shows that the unmet need from Leicester and the local housing need for the District have been met since 2020 and so there is no benefit in the Local Plan looking back.
- 3.10. The standard methodology is updated each year in March by the affordability ratio data. This update means the Local Housing Need figure arising from the standard method takes account of past over or under provision and therefore the plan period show start at the April after the last update until the local housing need figure is fixed for two years from submission of the Local Plan.

## **Draft Policy S2 – Settlement Hierarchy**

- 3.11. Draft Policy S2 – Settlement Hierarchy identifies Whitwick as part of the Coalville Urban Area, the Principal Town and the most sustainable location in the district.
- 3.12. This is supported.
- 3.13. The Settlement Study, 2021 sets out the findings of the review of the proposed settlement hierarchy. This shows that the Coalville Urban Area (comprising of Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, Thringstone. Whitwick and Bardon Employment Area) performs best against the assessment criteria in relation to the availability of convenience stores, education access, employment, public transport, and services and facilities.

## 4. Proposed Policies: Chapter 5 – Creating Attractive Places

### Draft Policy AP1 – Design of New Development (Strategic Policy)

- 4.1. The Proposed Policies consultation document does not include draft policy wording for AP1 – Design of New Development, but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.
- 4.2. In principle the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is supported.
- 4.3. The Council need to consider the implications of District Wide Design Codes/Design Guides. There is potential for design codes to stifle good design rather than encourage it, create uniformity and formulaic developments. North West Leicestershire has a successful approach to design which the proposed Supplementary Planning Document approach can further support.

### Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

- 4.4. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating how national energy efficiency targets will be met, what measures have been taken to minimise energy consumption, and what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.
- 4.5. In addition, the policy requires renewable energy generation to be maximised on-site and where on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.
- 4.6. Draft Policy AP4 is not supported in its current form. If a net zero carbon policy is to be implemented by the Council, it must be fully evidenced, justified, and included in viability considerations.
- 4.7. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards – 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions.
- 4.8. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government's commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond



current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework

- 4.9. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

### **Draft Policy AP9 – Water Efficiency**

- 4.10. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.
- 4.11. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements.
- 4.12. This policy is not supported in its current form. Water efficiency is a matter dealt with through Building Regulations and there is insufficient evidence provided for a locally needed lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.

## 6. Proposed Policies: Chapter 6 – Housing

- 6.1. Separately to the Housing and Employment Allocation consultation document which covers Draft Policies H2 and H3, the Proposed Policies consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, and addressing the housing need of the district.

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
- 6.3. The policy includes unnecessary repetition. Point (1) and (2) in the policy repeat Policy S1. In particular point (2) which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but is already set out in S1 (4) so does not need to be repeated here. Points (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.
- 6.4. This provision of a buffer is supported, this is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently. The proposed 10% buffer is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. Consideration should be given to increasing the buffer to 15% at this stage in the process to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.
- 6.5. The Local Plans Expert Group report, 2016 continues to provide a useful and relevant baseline in identifying the level of flexibility local planning authorities should look to build into their plans. The Report recommended a 20% allowance for developable reserve sites to provide extra flexibility to respond to change. An example locally is the Harborough Local Plan adopted with 15% contingency buffer and this has benefited the Council with no issues of housing land supply since the plan was adopted.

### **Draft Policy H4 – Housing Types and Mix (Strategic Policy)**

- 6.6. Draft Policy H4 – Housing Types and Mix includes a dwelling size breakdown from the Housing and Economic Needs Assessment and allows for a deviation of 5%. The draft policy requires any further deviation to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the the nature of the scheme. There are additional justifications for a deviation in the affordable provision, related to evidence of need.
- 6.7. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of well-designed development.

- 6.8. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time of the plan period, any policy relating to dwelling mix should refer to the most up-to-date evidence available. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.
- 6.9. Draft Policy H4 needs to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

### **Draft Policy H5 – Affordable Housing (Strategic Policy)**

- 6.10. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.
- 6.11. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out. This approach is supported.
- 6.12. The Council may need to consider prioritising policy requirements and developer contributions to ensure the plan is deliverable.

### **Draft Policy H7 – Self-build and Custom Housebuilding**

- 6.13. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.
- 6.14. The requirement for sites of 30 dwellings or more to provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported in its current form. This proposed policy will not boost the housing supply and ignores the clear issues over the delivery of self-build plots as part of larger market housing sites.
- 6.15. This policy approach will create practical issues that should be given careful consideration. It is essential that consideration is given to health and safety implications, working hours, length of build programme and therefore associated long-term gaps in the street-scene caused by stalled projects. There is the potential for unsold plots and the timescale for reversion of these plots to the original housebuilder creates practical difficulties in terms of co-ordinating construction activity on the wider site.
- 6.16. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible.

### **Draft Policy H10 – Space Standards**



- 6.17. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.
- 6.18. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. It is important that, in addition to the evidence that has been collected in support of this policy, consideration is given to whether local residents consider these standards are important when buying a home as there will be cost implications of any increase in floorspace may have on the cost of the properties in their area, and the implications this may have for local residents.
- 6.19. There is a clear risk that the proposed inflexible policy approach to this issue will impact on affordability and affect customer choice. Smaller dwellings have always played a valuable role in meeting specific needs for both market and affordable housing.
- 6.20. If this policy is pursued it should be sufficiently flexible to recognise that well-designed house types which fall slightly below any given standard, may still be acceptable, particularly on sites where the majority of the dwellings comply.
- 6.21. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

## **Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing**

- 6.22. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.
- 6.23. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.
- 6.24. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.
- 6.25. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy



requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.

- 6.26. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.
- 6.27. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.

## 7. Proposed Policies: Chapter 10 – Environment

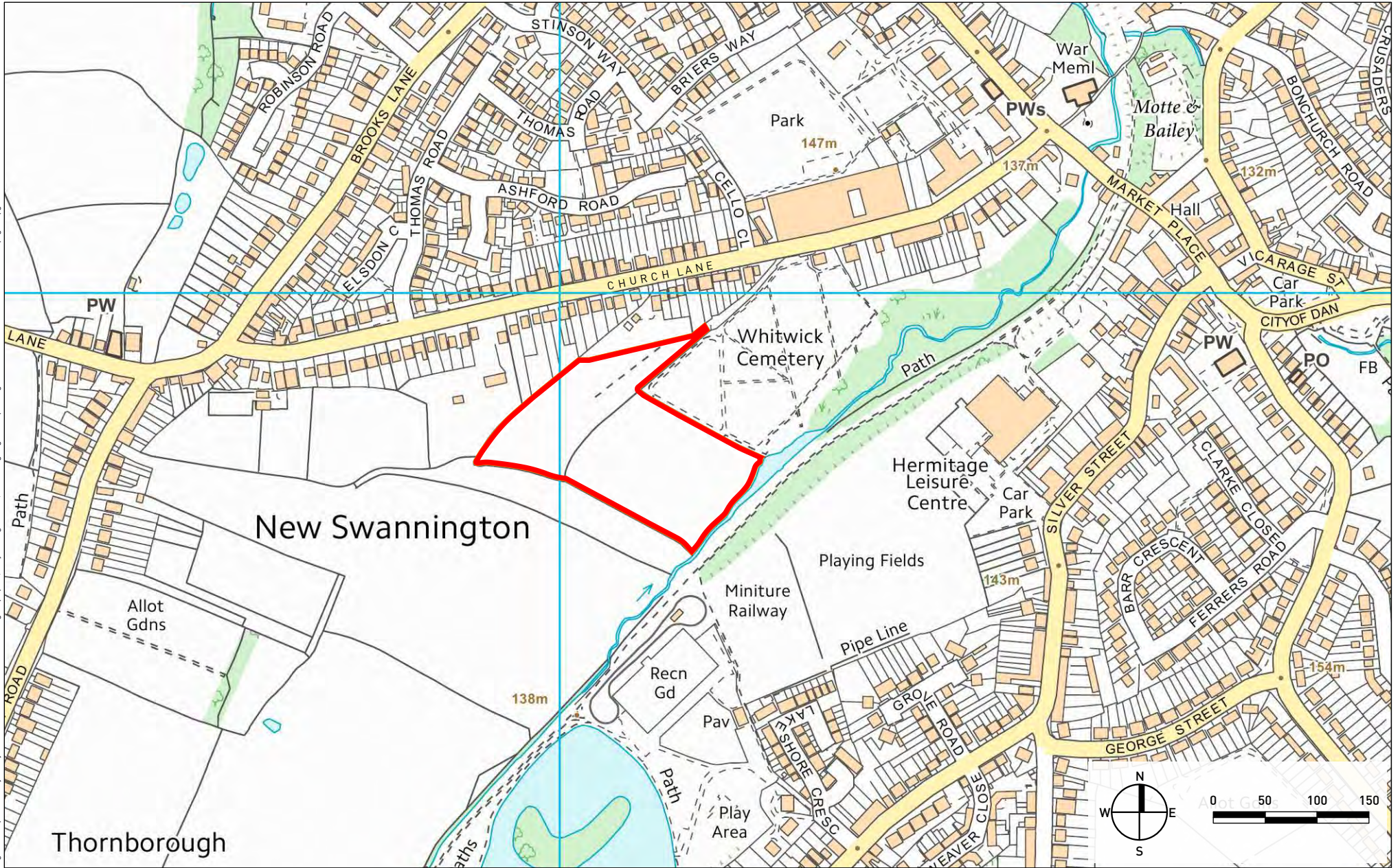
### Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

- 7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.
- 7.2. The requirement for biodiversity net gain in line with national guidance is supported.
- 7.3. The policy requirement (e) for a management plan to be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.
- 7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on-site improvements or improvements close to the site may be less beneficial to biodiversity than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements and therefore policy requirement (d) is not supported.



## Appendix A: Site Location Plan

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### LAND OFF CHURCH LANE, WHITWICK - LOCATION PLAN



Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

**East Midlands**

4 The Courtyard, Church Street, Lockington,  
Derbyshire, DE74 2SL  
T 01509 670806  
E EastMidlands@pegasusgroup.co.uk  
Offices throughout the UK.

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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](http://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	Andy	
Last Name	Foxall	
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?	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.

**EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and  
IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

**I have lived in Diseworth since 1996. It is an extraordinary community that has long history**

**I urge you to review EMP90 and IW1 together because they will together contribute to overwhelming loss of green space around this community, consequently they will hugely increase the probability of flooding in the village. Flooding has impacted parts of the village twice in the last twelve months but hardly at all in the previous twenty**

**EMP90 Industrial Development East of Diseworth:**

My understanding is that there are two proposed developments in the pipeline:

- 1: a proposal by EMA to develop south of the A453 down to Hyams Lane.
- 2: SEGRO’s proposal to develop south of Hyams Lane down to Long Holden.

For a sense of scale, please see this mock-up of the village of Diseworth superimposed on those two sites:

Representative area of Diseworth Village (in black) superimposed on proposed EMA / SEGRO site of 250 acres (in white)



Image created by Protect Diseworth  
December 2023

This village has been cared for by generations of residents since Roman times but sadly from reading the NWLDC Draft Local Plan, I question whether NWLDC has any regard for this village at all. The POLICY EMP 90 If enacted, would, I believe lead to the loss of this ancient conservation village as a viable community, sacrificing hundreds of acres of countryside, productive farmland and wildlife habitat. To basic business greed

Diseworth already experiences periods of reduced air quality as a consequence of its location adjacent to three major roads M1 ,A42 and A50. We also receive emissions from East Midlands Airport

Additional air quality reductions as a result of EMP90 will surely contribute to ill health of residents

The cumulative increase in an already high level of ambient night time lighting resulting from incremental EMP90 business activities will doubtless have a negative impact on the health and wellbeing of Diseworth residents both human and animal

It seems that the Freeport designation is being viewed as giving licence to trample all over this village and its environment and pay little regard to the mental and physical wellbeing of its residents

Yet elsewhere in the Draft Local Plan NWLDC is

NWLDC's proposals for these developments conflict starkly with other laudable policies in the DLP which promote a relatively benign and caring approach .

Both EMP 90 and IW1 appear to be driven by an assumption that the Freeport will generate new jobs requiring new workers but that is not consistent with this area having an excess of workers already. So why here? Or are we to assume that this is simply central government riding roughshod over our local authority and issuing you with an instruction ? And if that is the case how am I to be represented in this or are we no longer part of the equation

What will be the legacy for NWLDC. Do you wish to be remembered for approving the trashing of a huge area of the county and damaging Diseworth, Long Whatton and Isley Walton? Or is the council willing to stand up and be counted in the defense of this community and democracy against a hostile commercial attack on

## **IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

A proposed new town about the size of Castle Donington) to the west of Diseworth , unlike the EMP90 proposal, is not within the Parish of Diseworth & Long Whatton. But, its impact on Diseworth would be significant.

Seen in conjunction with the EMP90 proposal, this will crush Diseworth from both sides, with loss of a further 750 acres of agricultural land and ancient hedgerows.

- Diseworth is already subject to increasingly frequent flooding from the west. Where will all the increased water from IW1 go?
- Air quality: With the prevailing westerly wind towards Diseworth, combined with Diseworth's situation in a dip (61 metres above sea level), how will the increased air pollution be managed? The current 'Green Lung' to the west of Diseworth, with its ability to scrub the air, will be lost to the new settlement. Why?
- Why does so much of County & District Council's housing requirement need to be concentrated in this place, which comprises solely of green fields?
- The IW1 proposal seems to me to be linked to Freeport development; Industrial development to the east of Diseworth, new settlement to the west of Diseworth.  
**The cumulative impact of both of these proposals MUST be viewed as a whole for planning purposes.**
- Increased pollution of all kinds for Diseworth ... noise, air, light, traffic emissions (not just tailpipe, but increasing concern about tyre particulates) PM2.5 levels are periodically measurably high  
Again, this MUST be seen together with the EMP90 proposal, as well as East Midlands Airport's continued expansion and current implementation of brighter lighting which is already polluting Diseworth.

Our location on the borders of three Counties adds to our vulnerability as the multiple local authorities do not apparently need to liaise about planning matters

Global Warming and Climate Change is real, is accelerating, and human activities are a major contributory factor. **NWLDC declared a Climate Emergency in 2019**, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.

So how are these policies the EMP90 and IW1, plus continued expansion of East Midland Airport

(all three of which surround Diseworth), consistent with driving us towards Net Zero.

Doesn't the destruction of hundreds of acres of carbon sink countryside either side of Diseworth to enable the building of EMP90 and IW1 puts us straight into carbon deficit before a spade is even put into the ground

**Why do these developments have to involve the destruction of Diseworth's Green Lungs?**

Destroying open, rolling countryside to build them is totally inappropriate.

Surely there must be a balance between achieving reasonable economic growth, profit, and destroying our environment to achieve it.

**I believe that the EMP90 and IW1 proposals, combined with continued EMA expansion, have got this balance utterly wrong.**

**SUMMARY:**

my beloved village is under threat from three primary sources:

To the East, within our Parish: **EMP90 industrial development.**

To the West, bordering on our Parish: **IW1 new town.**

To the North: **East Midlands Airport.** Diseworth is located one mile south of the plateau on which EMA sits. EMA already has significant growth plans for the future, for both cargo and passenger flights. This EMA expansion gives me particular concerns about deteriorating local air quality

EMA has recently installed new LED lighting which has increased light pollution shining directly down the hill into Diseworth. EMA did this without prior consultation with, or involvement of, Diseworth residents. Not the action of a considerate neighbour I'm sure you will agree

I am asking NWLDC Not to include either EMP90 Or IW1 in the revised local plan

**Declaration**

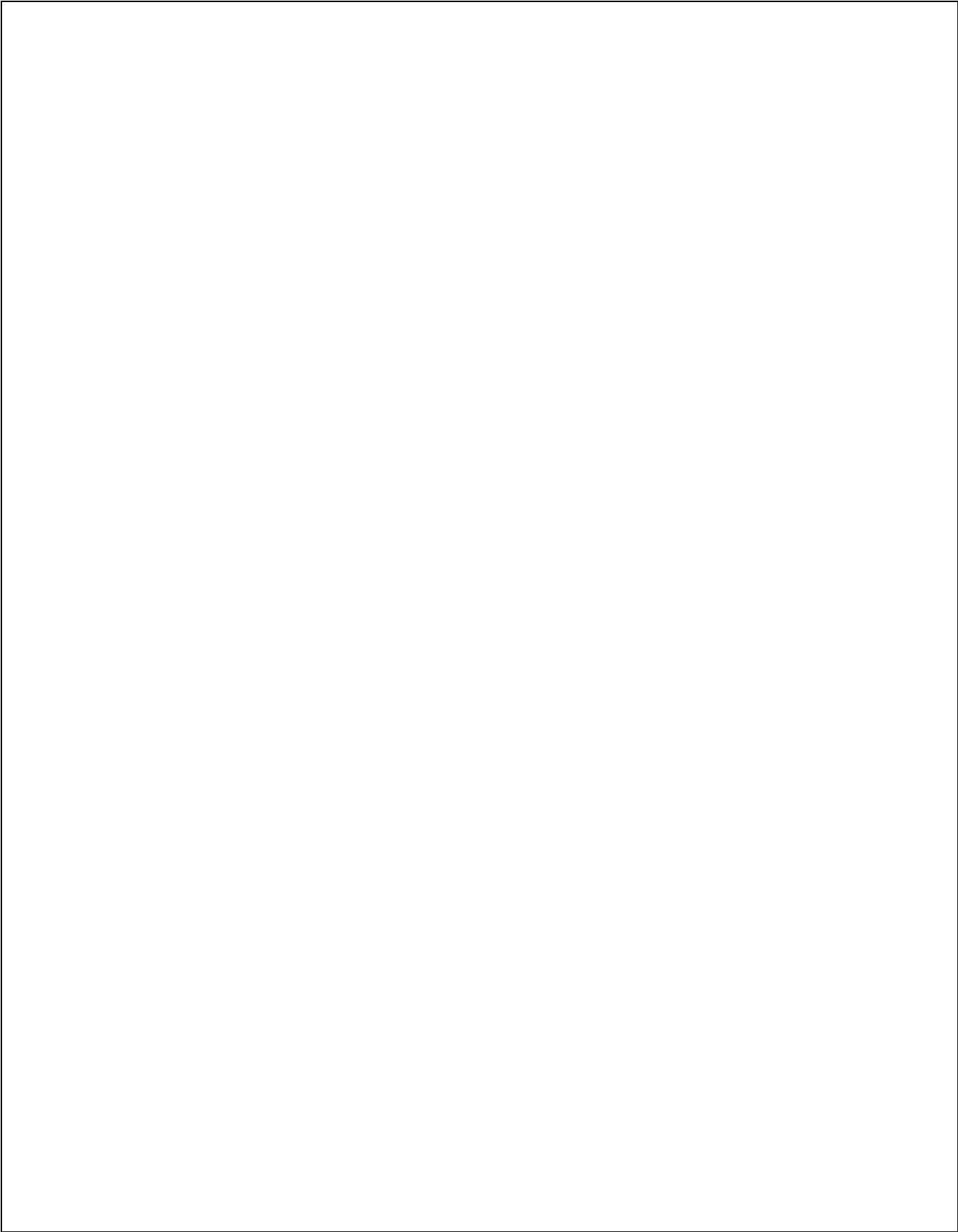
I understand that all representations submitted will be considered in line with this consultation, and that my comments will be made publically available and may be identifiable to my name / organisation.

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

Signed



Date: 14/03/2024





**DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**



## **UPS Response to North West Leicestershire District Council Consultation on Local Plan**

**March 2024**

### **Background**

UPS is one of the world's largest express delivery and logistics companies, playing a vital role in the collection, warehouse and delivery of goods. Our UK operation includes more than 77 operating facilities, approximately 10,000 employees and a fleet of more than 2,900 vehicles. UPS provides critical national and international time sensitive delivery services for businesses of all sizes.

With one of the largest airlines in the world, UPS currently operates air gateways at East Midlands Airport (EMA), Stansted (STN), Edinburgh (EDI) and Belfast (BFS) connecting businesses (exporters and importers) with the rest of the world. UPS opened an expanded air hub operation at EMA in 2021 which reflected a £138m investment, supporting over 600 jobs and operating daily direct flights to the US and Cologne, as well as intra-UK flights.

UPSCO (UPS Airlines), with one of the youngest fleets in the industry contributes to aviation sustainability efforts by operating a fuel-efficient fleet and effectively managing aircraft and air hub operations. As the operator of one of the world's largest cargo fleets, UPS also leads the industry in deploying noise and emission reduction technologies and by executing noise reducing flight procedures. We continue to make significant investments in new, modern aircraft including orders for 29 Boeing B767 - 300 which are due to enter the fleet between 2023-2026. This will increase UPS's 767 Freighter fleet to 109 airplanes, enabling us to further modernize and sustainably grow our fleet. In addition, we will be adding two Boeing 747-800 to the fleet in 2024.

### **Local Plan**

We welcome the opportunity to respond to this consultation. While we understand the pressures that local authorities have across the UK in providing suitable development for much needed residential properties, as a major operator and employer at East Midlands Airport, we oppose new developments such as the brand-new settlement of 4,500 homes at Isley Woodhouse, south of East Midlands Airport, given the proximity to the airport. We believe that



the ICAO's globally accepted Balanced Approach should be applied. The Balanced Approach consists of identifying the noise problem at a specific airport and analysing various measures available to reduce noise through the exploration of various measures which can be classified into four principal elements, Reduction of Noise at Source (Technology Standards), Land-use Planning and Management, Noise Abatement Operational Procedures and Operating Restrictions. Specifically, Land-use Planning and Management should be applied in this situation, which is an effective means to ensure that the activities nearby airports are compatible with aviation. The main goal is to minimize the population affected by aircraft noise by introducing land-use zoning around airports. We believe this element needs to be applied to the proposals for the Isley Woodhouse development.

We welcome the statement on pg. 93 that, "East Midlands Airport is a vital component of the economy of North West Leicestershire and beyond," and the value it brings as a hub for air freight as well as contributing some £723m of annual direct, indirect, and induced GVA into the region. EMA is UPS's main air and brokerage operations in the UK, recently investing £138m in an expanded facility and employing approximately 600 people. Beyond the local area, the cargo operations at EMA help to connect UK businesses to customers around the globe, which will ultimately help the economy to grow, jobs to be created and new sectors to thrive.

### **Policy AP2 – Amenity**

*Prevent new and existing development from contributing to, being put at unacceptable risk from or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability (paragraph 174e), pg. 30*

While we completely understand the need for new residential properties within the region, we would like to ensure this is balanced against the economic value that operations such as East Midlands Airport bring to the region and beyond, as outlined above. Given the proposals for 4,500 new homes in Isley Woodhouse, south of East Midlands Airport, we want to ensure the Balanced Approach is applied and appropriate planning is put into place to ensure the residential properties are not impacted by noise from the airport, especially in the night period which is a key time for our operations. As EMA is already in operation, we hope adequate



attention is given to ensure the airport and those that operate within it are not penalised for any future impact to residential developments.

As an express air freight operator at the airport, we are committed to managing and mitigating the noise and environmental impact of our air operations. However, ensuring that goods can continue to be flown at night to support UK businesses as well as a framework that enables growth will be critical in protecting economic growth both today and in the future. Express air cargo is key to the supply chain, enabling UK businesses, especially in the hi-tech, retail, pharmaceutical and healthcare industries to send and receive just-in-time deliveries. Protecting express air freight is critical to economic growth and keeping UK businesses competitive in a 24-hour global economy. With customers requiring late afternoon collections and early morning deliveries, the only time we can move export and import shipments is by air and at night.

Express air cargo is generally used to move mission critical, high value / time sensitive goods and packages. This is especially true of cargo flown at night. The night period is used to move items whose value is to a significant degree defined by their speed and / or certainty of delivery and for whom international delivery times need to be measured in hours rather than days and guaranteed delivery times and next business day delivery are key features of the offer. This could mean essential time expiring medical or pharmaceutical products, financial, legal or business documents, critical manufacturing components or spares, perishable produce or high value consumer goods. The night provides vital time between business days when goods / packages can be moved with minimal loss of productivity or time to market.

### **Agent of Change Principle**

In the National Planning Policy Framework (NPPF) includes the “Agent of Change” principle which places the responsibility of noise mitigation on the developer of the new property.

The NPPF provides guidance on how this is applied:

*In these circumstances the applicant (or ‘agent of change’) will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/*



*users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made.*

*The agent of change will also need to define clearly the mitigation being proposed to address any potential significant adverse effects that are identified. Adopting this approach may not prevent all complaints from the new residents/users about noise or other effects, but can help to achieve a satisfactory living or working environment, and help to mitigate the risk of a statutory nuisance being found if the new development is used as designed (for example, keeping windows closed and using alternative ventilation systems when the noise or other effects are occurring).*

If the new development is approved, we would like to highlight this guidance to ensure appropriate steps are taken with the new development proposals at Isley Woodhouse to mitigate against noise. We would not like to see the Airport or its operators penalized or its operations constrained in future to satisfy the needs of this new development. Any costs for the noise mitigation (i.e. insulation) should be undertaken by the new developer rather than the existing operations (i.e. EMA).

### **Summary**

Ensuring that goods can continue to be flown at night to support UK businesses as well as a framework that enables growth will be critical in protecting economic growth both today and in the future. East Midlands Airport is a key component in helping the UK achieve its export ambitions as well as supporting international trade which will ultimately benefit both North West Leicestershire and the UK as a whole through increased employment and business growth. We oppose proposals for the residential development at Isley Woodhouse and ask that the Balanced Approach is applied, ensuring the demand for new housing is balanced against the economic importance of the Airport and appropriate planning is put in place to mitigate any impact to both businesses and residents. However, if approval is granted for the residential development then we would highlight the need to apply the Agent of Change principle to the development.



**For more information please contact:**

Sarah Bell  
Public Affairs Manager  
UPS UK, Ireland & Nordics  
[REDACTED]

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## **DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040 CONSULTATION (REG 18)**

### **REPRESENTATIONS FOR DAVID WILSON HOMES (EAST MIDLANDS) LIMITED)**

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#### **INTRODUCTION**

1. These representations are made in relation to the North West Leicestershire Local Plan 2020-2023 Regulation 18 (Preferred Options Plan) consultation ('the emerging plan'), on behalf of our client, David Wilson Homes (East Midlands) Limited.
2. North West Leicestershire District Council ('the Council') is inviting comments between Monday 5<sup>th</sup> February and Sunday 17<sup>th</sup> March 2023 in relation to three consultation documents: Proposed Policies for Consultation, Proposed Housing and Employment Allocations for Consultation, and the Proposed Limits to Development for Consultation.
3. These representations will comment on:
  - The Plan Objectives;
  - Amount of and type of housing development;
  - Plan Period;
  - Sustainability Appraisal; and
  - Settlement Hierarchy.
4. The final chapter of these representations briefly introduces Land to the East of Butt Lane, Blackfordby ('the site'), as shown on the plan below, to promote the sites suitability and achievability as a strategic housing allocation within the emerging plan.



## OBJECTIVES

5. The emerging plan sets out a number of objectives the plan aims to achieve, which provides a guiding framework for the plans policies and proposals within the District to the year 2040.
6. While we do not comment on all of the draft objectives, we wish to comment on the following objectives, which are most pertinent to these representations:
  - Objective 2: Seeks to ensure the delivery of new home, including affordable housing, which meet local housing needs, in terms of number, size, tenure, and type. We welcome this objective; however, the Council should strengthen this objective by committing to address the acute affordability issue within the District.
  - Objective 3: Seeks to achieve high-quality development that is sustainable, responds positively to the local character, and creates safe places to live, work and travel. We support this objective. Not only does this objective complement objective 2 above, but it also emphasises the importance of sustainable modes



of transport and delivering new infrastructure. We note that the NPPF encourages focusing significant development on locations that are already or can be made sustainable. In this regard, opportunities for enhancing the sustainability of places should be referred to within objective 3 and 4.

- Objective 11: Essentially seeks to maintain access to services and facilities, including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, and health and social care, to ensure development is supported by the physical and social infrastructure the community needs. We support this objective; however, we would suggest that this objective works in tandem with the other objectives, particularly objective 2.

## **DRAFT POLICY S1 – FUTURE DEVELOPMENT NEEDS**

7. Draft Policy S1 identifies the future housing needs for North West Leicestershire, providing 686 dwellings per annum ('dpa') over the plan period between the years 2020 and 2040. This figure is based on the Statement of Common Ground ('SoCG') for the Leicester and Leicestershire Housing Market Area June 2022, which essentially aims to redistribute unmet housing needs from Leicester City Council to neighbouring authorities, of which North West Leicestershire District Council is one.
8. As part of the SoCG, the Council has accepted an apportionment of 27% of Leicester's unmet housing needs – a total of an additional 5,024 dwellings over the plan period 2020 to 2040 – on top of their local housing need ('LHN') of 372dpa, generating a total of 686dpa, as identified within Draft Policy S1.
9. The Planning Practice Guidance ('PPG') makes it clear that the LHN only represents a minimum starting point for calculating the level of housing need and does not produce a housing requirement. There are additional factors such as economic, affordable housing, and unmet needs from neighbouring authorities that must also be considered in the assessment, as the NPPF and its supporting PPG states.
10. While the issue of unmet needs from Leicester City Council has been dealt with through the SoCG, as highlighted above, we are conscious that the Council is ultimately seeking to utilise their LHN figure of 372dpa for the purposes of their spatial strategy given the additional dwellings to meet the unmet housing need from Leicester

are to meet the City's need rather than any proportional uplift within North West Leicestershire itself.

11. As noted above, the PPG makes it clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN figure.
12. In this regard, meeting the minimum LHN alone for North West Leicestershire District will not address housing related deprivation because the LHN on its own only provides a need figure based on demographic projections with an affordability uplift. The LHN does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered by planning for the LHN alone.
13. Accordingly, the Council should continue to explore this matter as further analysis is undertaken in respect of the whole plan viability testing to inform Draft Policy H5 on affordable housing provision. To put things into perspective, this is a particularly important matter given that the 2022 Leicester and Leicestershire Housing & Economic Needs Assessment ('HENA') concludes that there is a need for up to 382 affordable homes of all tenure types per year within the District, representing approximately 56% of the overall annual housing requirement currently being pursued by the Council and more than the District's LHN in its entirety.

#### *Plan Period*

14. We are conscious that the latest Local Development Scheme ('LDS') was published in October 2023. The said LDS indicates that the emerging plan is anticipated for adoption in October 2026. In this regard, it is fair to say that by the time the emerging plan is adopted (assuming all goes well and according to schedule), the Council's Local Plan period would take us up to the year 2040, falling short of the minimum 15 year time horizon from adoption required by paragraph 22 of the NPPF. The minimum Local Plan period should therefore be up to the year 2041.
15. However, we would caution the minimum Local Plan period up to the year 2041 as this allows for very little delays against the programme set out within the current LDS dates October 2023. Instead, we suggest a plan period up to the year 2042 or 2043 would be more sensible and appropriate for the Council to implement.

#### *Sustainability Appraisal*

16. The Council has not published any further iterations of the Sustainability Appraisal ('SA') to accompany the current consultation exercise in relation to the amount of housing or the selected spatial strategy. In fact, the latest version is the 'Interim SA Report of Spatial Options dated September 2022, which does not appear to test the level of growth proposed through the current Draft Plan out for consultation, nor does it appear to test the overall distribution within the District.
17. In essence, the Spatial Options SA considered four scenarios in respect of the amount of dwellings over the plan period as follows:
- Low Scenario: At 360dpa
  - Medium Scenario: At 448dpa
  - High 1 Scenario: At 512dpa
  - High 2 Scenario: At 730dpa
18. We are conscious that the High 2 Scenario at 730dpa informed the 'Preferred Initial Options' at the previous stage of the consultation. For instance, the Local Plan Committee of 27<sup>th</sup> September 2022 agreed that Option 7b was the preferred development strategy which identified an annual requirement of 730 dwellings per annum. This is clearly higher than the requirement figure of 686dpa currently being pursued by the Council.
19. However, the Council's decision to lower housing requirement to 686dpa, currently identified within Draft Policy S1 is not clearly justified, nor are the associated sustainability effects clear.
20. To put things into perspective, the 'Spatial Options SA' only briefly mentioned the 686dpa figure. It essentially stated that this figure lies within the range of High 1 Scenario of 512dpa and High 2 Scenario at 730dpa, but no more. In this regard, we advocate that the preferred growth scenario of 686dpa should be subject to a SA with a clear explanation as to why it has been selected over and above the initial preferred option of 730dpa. At the time of writing, it remains to be seen why this lower figure been selected.

## **DRAFT POLICY S2 – SETTLEMENT HIERARCHY**

21. Draft Policy S2 focuses on the settlement hierarchy and seeks to direct new development to appropriate locations within the 'Limits to Development', in accordance with the settlement hierarchy defined within draft policy. The exception to this being the direction of growth at the new settlement at Isley Woodhouse.
22. This policy was informed by the 'Settlement Study 2021' the evidence base. Essentially, the Settlement Study methodology includes an assessment of services and facilities available within settlements, as well as considering accessibility to services and facilities elsewhere by public transport. Given that such provision can contribute towards the sustainability of a settlement, the site assessment should take into account settlements that are (or can be made) sustainable. We consider this to be a sensible approach in the context of the settlement pattern in North West Leicestershire.
23. We agree with the identification of Coalville Urban Area at the top of the proposed settlement hierarchy and as a Principal Town. The Coalville Urban Area (comprising Coalville, Hugglescote, Donington le Heath, Snibston, Thringstone, and Whitwick as well as Bardon employment area) has the most services, infrastructure and facilities and scored highly in the Settlement Study 2021, with a score of 33, in comparison to the next most sustainable settlement in the District, Ashby de la Zouch, which scored 23. In this regard, it has the most opportunities in the District to deliver a larger amount of strategic infrastructure, housing and economic growth.
24. Blackfordby is identified as a 'Sustainable Village' in the adopted Local Plan, and has recently been identified again as a 'Sustainable Village' (tier 4 within the settlement hierarchy). In fact, it is fair to say that the Council's settlement hierarchy has remained untouched in the draft plan now out for consultation. The Settlement Study 2021 Paper identifies Blackfordby as having an overall sustainability ranking of 10, reflecting the village's reasonable level of existing services and facilities. While this may be the case, it is not clear why nearby services and facilities within Ashby de la Zouch and Swadlincote do not have a positive weighting on the score attributed to Blackfordby. For instance, Blackfordby's accessibility to schools in Ashby de la Zouch, amongst other service and facilities, is very close and easily accessible to the village. However, Blackfordby has a similar sustainability score to settlements that are more remote and perhaps many miles away from a primary school. In this regard, we consider the Council should undertake a more robust assessment to capture these points.

## **DRAFT POLICY H1 – HOUSING STRATEGY**

25. Draft Policy H1 sets out how the 686dpa over the plan period between the years 2020 and 2040 will be distributed by the development strategy and settlement hierarchy under Draft Policy S1. The draft policy says that the housing provision will be uplifted by 10% above the housing requirement essentially providing a flexibility allowance.
26. While we support this approach, we advocate that Draft Policy H1 along with its supporting text incorporates a few changes. We would suggest:
- Making it clear how its strategy for growth is shaped by the settlement hierarchy;
  - Explaining the consideration of reasonable alternative; and
  - Explaining how the total number of homes for each part of the Local Plan Area has arrived at, taking into account the settlement hierarchy.
27. At the time of writing in March 2024, we are conscious that the amount of housing growth apportioned to each settlement is set out in the proposed 'housing and employment allocations' section of the plan, which is a different document, while the level of commitment at each settlement is set out in Appendix A of the latter. We suggest Draft Policy H1 should consolidate this information into a single easy-to-read table. This will ensure the role of each part of the Plan Area in accommodating housing growth is clear from the strategic policies of the emerging plan to guide future decision-making.
28. We support the recognition that the emerging Local Plan will need to provide more land for housing than the minimum housing requirement to ensure flexibility in supply and to safeguard to an extent against potential non-delivery. That being said, table 2 within the Proposed Housing and Employment Allocations consultation document states that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement as opposed to the house requirement as a whole. This number of homes identified the amount to 1,132 dwellings, which represents only an 8.25% flexibility allowance.
29. As the Council will no doubt be aware, deliverability is a key matter for consideration in the selection of any spatial strategy, and contingency should not be relied upon in and of itself as a way to insulate failure. This should include allocating a range of sites

for housing and employment use, including small to medium sites that can be delivered quickly thereby ensuring that any delays in the delivery of larger strategic site allocation can be managed.

30. Policy H1 (Criteria 5) relates to affordable housing and states that to meet the affordable housing requirement, provision will be made in the District over the plan period for a mix of affordable housing types to be delivered through development in accordance with Draft Policy H5. However, there appears to be a disconnect between this objective (which seeks to meet the affordable housing need) and Policy H5, which does not yet define an affordable housing percentage, preferring to wait for the whole plan viability before doing so. There is a possibility that the emerging housing allocations will be sufficient to meet the housing requirement defined in Draft Policy S1, but not meet the (as yet undefined) affordable housing requirement of Draft Policy H1. The level of affordable housing need identified by the 2022 Leicester and Leicestershire Housing & Economic Needs Assessment ('HENA') is 382 affordable homes of all tenure per annum within the District.

### **POLICY H3 – HOUSING PROVISION (NEW ALLOCATIONS)**

31. Policy H3 refers to the allocations identified within the Proposed Housing and Employment Allocations consultation document, which are grouped within the Table below by settlement hierarchy tier.

<b>Hierarchy Classification</b>	<b>Number of Dwellings – Draft Allocations</b>
Principal Town	1,666
Key Service Centre	1,126  (2,326 less the 1,200 dwellings committed at Money Hill (site reference: A5))
New settlement (Isley Woodhouse)	1,900
Local Service Centre	450
Sustainable Villages	334

Local Housing Needs Villages	0
Small villages or hamlets in the countryside	0
<b>Total</b>	<b>5,476</b>

32. The draft plan states that Blackfordby has no draft allocations because the 'made' Neighbourhood Plan (2022) allocated sites for housing.

33. Notwithstanding this, the Council have identified the 1,200 dwellings at Money Hill (A5) within the Draft Housing Allocations table; however, these units are already allocated in the adopted Local Plan and are noted as a commitments within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations table, but it is clear that the Council has effectively counted the site twice. As detailed in table 1 above, the total allocation totals 5,476 dwellings, which is below the 5,693 dwellings required in table 2 within the Proposed Housing and Employment Allocation consultation document, and represents an under provision against the total housing requirement of 217 dwellings. It is clear therefore that further allocations are required to meet the housing requirement identified within the draft Local Plan.

#### **LAND TO THE EAST OF BUTT LANE, BLACKFORDBY**

34. This section of the representations introduces land to the east of Butt Lane, Blackfordby, and addresses the site's deliverability as a Strategic Housing Allocation within the current review of the Local Plan.

35. The site is located to the north of Blackfordby. As noted earlier, the village of Blackfordby is identified within the both adopted and emerging Local Plan as a 'Sustainable Village'.

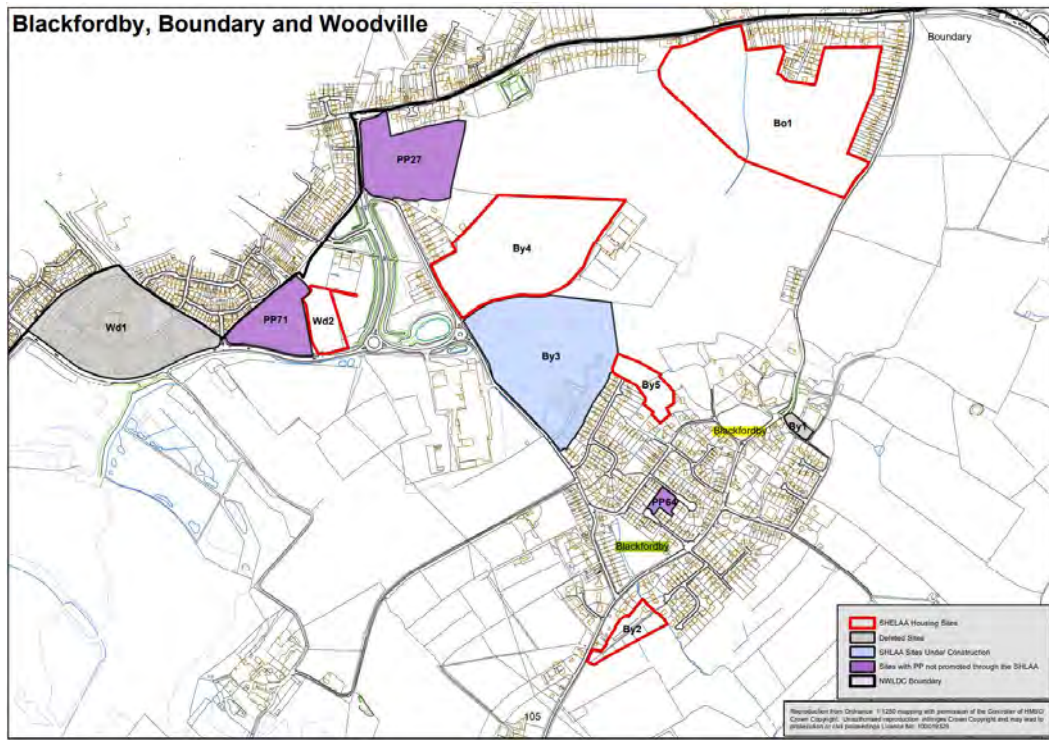
36. The site has potential to deliver approximately 800 dwellings, as well as on-site facilities such as education, leisure a local centre, amongst other services and facilities, thus boosting the sustainability credentials of Blackfordby as a whole. The masterplan below indicates how the site would be capable of delivering such a development proposal in the future.



37. The intention is to split the site into three sensible phases as follows:

- Phase 1: To deliver approximately 150 homes. For context, this portion of the site formed part of the Council’s SHLAA assessment under site reference BY4, as shown on the plan below. The SHLAA concluded that the site is potentially suitable, potentially available, and potentially achievable within 11 to 20 years.
- Phase 2: To deliver approximately 450 homes. For context, unlike Phase 1 and 3, this portion did not form part of the Council’s SHLAA assessment and is consequently sandwiched between both SHLAA sites (BO1 and BY4).
- Phase 3: To deliver approximately 200 homes. This portion of the site formed part of the Council’s SHLAA assessment under site reference BO1. Much like Phase 1, as noted above, the SHLAA concluded that the site is potentially suitable, potentially available, and potentially achievable within 11 to 20 years. It might be noted that part of Parcel 3 falls within an ‘Area of Separation’ within the made Neighbourhood Plan (April 2022). In this context, the masterplan omits development in this particular location and instead concentrates development outside of this area, thus protecting it.





38. The site as a whole is located within the River Mease Catchment area.

39. Given the location of the site, we are conscious that coalescence is a key matter for consideration and this has also been highlighted in the above-mentioned SHLAA assessments. In this regard, David Wilson Homes recently instructed SLR to explore the matter and produce a landscape technical note. This technical note concluded that the site has a high capacity for change, assuming that some regard is had to respecting the core settlement form of Blackfordby. In addition to this, the technical note indicated that Blackfordby, Woodville and Boundary have already, to some degree, physically and visually merged. We are therefore confident that the coalescence issue can be suitably addressed with specialist input.

40. In addition to this, we believe the site stands out for the following reasons:

- The site is capable of providing a number of homes and types of development for the village. To reiterate, the site has the potential to deliver 800, as well as on-site facilities such as education, leisure, a local centre, amongst other things, to boost significantly the sustainability credential of Blackfordby.

- The site has a strong geographical location near Swadlincote and Ashby de la Zouch, as well as the strategic road network via the A511. It might be noted that Ashby de la Zouch is the second most sustainable settlement within North West Leicestershire District after the Coalville Urban Area for new growth and scored highly within the Settlement Study 2021.
- The site has a high degree of national forest planting across the undeveloped areas of the site. As such, this could assist in mitigating the coalescence issue mentioned above.
- The site is not situated within the flood zone. In other words, the site has a low probability of flooding according to the Environment Agency Flood Risk for Planning;
- The site is greenfield. In this regard, contamination from previous uses is not expected to be a significant issue; and
- We can confirm that the site is not subject to any viability or deliverability issues that would prevent it from coming forward for development to meet housing needs.

41. As indicated above, David Wilson Homes has provided an initial masterplan and explored the coalescence issue via specialist landscape input, which has been encouraging. The illustrative masterplan will be enhanced and informed even further by a number of other technical studies in due course. In this regard, David Wilson Homes has every intention of promoting and delivering the site for residential development, as well as working with the LPA.



15 March 2024

Dear Sir/Madam,

**LAND TO THE EAST OF BUTT LANE, BLACKFORDBY**

Marrons is instructed to make a submission on behalf of David Wilson Homes (East Midlands) Limited regarding 'land to the east of Butt Lane, Blackfordby'.

David Wilson Homes is committed to promoting the site to the Local Plan and we can confirm that the site is available and deliverable. We would be pleased to discuss the site with a view to it being considered favorably through the site selection process in any emerging local plan.

**The Opportunity**

The site is located to the north of Blackfordby, as shown on the plan below.

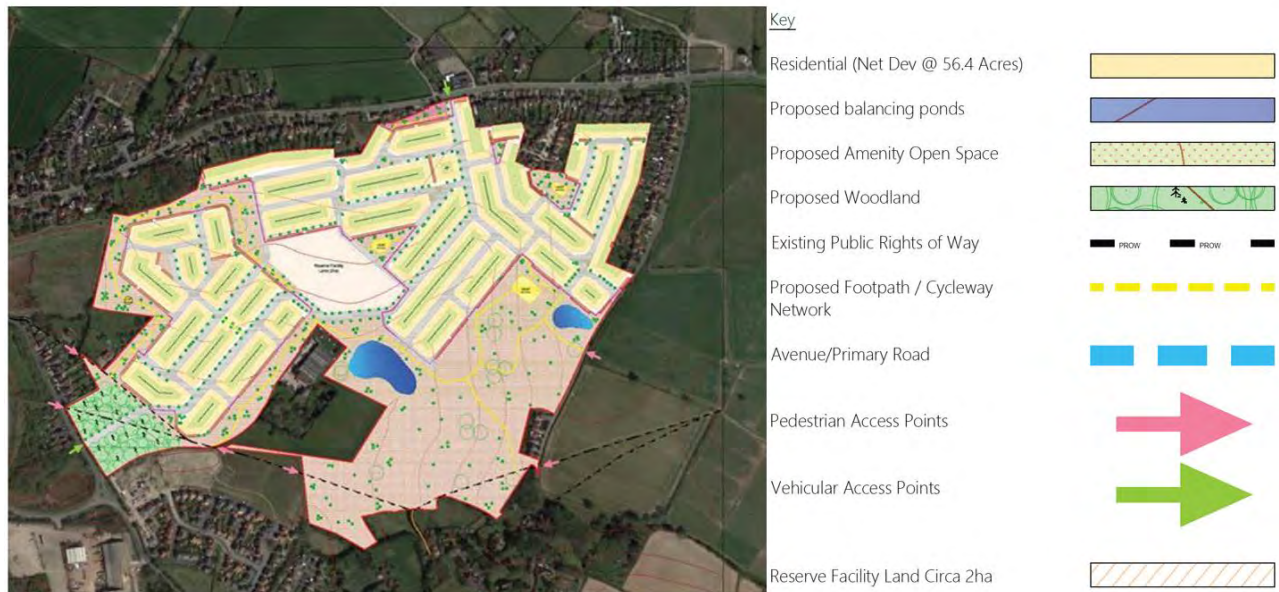


The site is generally bounded by hedgerows and is relatively unconstrained. It is not situated within a conservation area or green belt. Furthermore, there are no listed buildings on the site.

The land presents a positive opportunity to form a sustainable extension to Blackfordby, which is classified within the adopted and emerging local plan as a 'Sustainable Village', and is situated in very close proximity to higher order settlements such as Ashby de la Zouch, Swadlincote, as well as the strategic road network via the A511. The close proximity to these higher order settlements means that Blackfordby benefits from easy access to a wider range of services and facilities, including employment opportunities. In this regard, the site represents a positive opportunity to provide much needed homes in a demonstrably sustainable location.

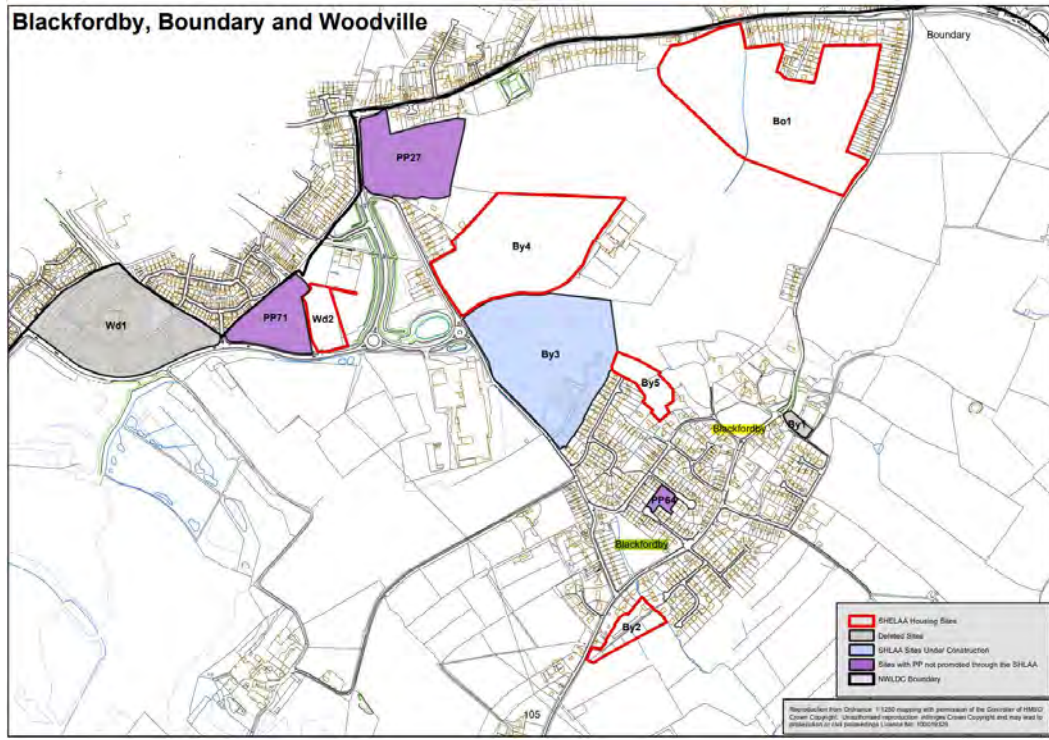


The site has potential to deliver 800 dwellings in total, as well as on-site facilities such as education, leisure, a local centre, amongst other things, thus significantly boosting the sustainability credential of Blackfordby as a whole. David Wilson Homes have prepared an initial masterplan indicating how this site could deliver such a development, as shown on the plan below.



Essentially, the intention is to split the site into three phases as follows:

- **Phase 1**: To deliver approximately 150 homes. For context, this portion of the site formed part of the Council's SHLAA assessment under site reference BY4, as shown on the plan below. The SHLAA concluded that the site is potentially suitable, potentially available, and potentially achievable within 11 to 20 years.
- **Phase 2**: To deliver approximately 450 homes. For context, unlike Phase 1 and 3, this portion did not form part of the Council's SHLAA assessment and is consequently sandwiched between both SHLAA sites (BO1 and BY4).
- **Phase 3**: To deliver approximately 200 homes. This portion of the site formed part of the Council's SHLAA assessment under site reference BO1. Much like Phase 1, as noted above, the SHLAA concluded that the site is potentially suitable, potentially available, and potentially achievable within 11 to 20 years. It might be noted that part of Parcel 3 falls within an 'Area of Separation' within the made Neighbourhood Plan (April 2022). In this context, the masterplan omits development in this particular location and instead concentrates development outside of this area, thus protecting it.



## Site Specifics

The site is not within any sensitive landscape or nature designation. Given the location of the site, coalescence is a key matter for consideration. In this regard, initial advice in the form of a landscape technical note from SLR indicates that the site has a high capacity for change, assuming that some regard is had to respecting the core settlement form of Blackfordby. Additionally, the technical note indicated that Blackfordby, Woodville and Boundary have already, to some degree, physically and visually merged. Accordingly, we are confident that the coalescence issue can be suitably addressed with specialist input

The site contains no heritage assets. The closest heritage asset is 'Wells Cottage' (Grade II Listed), including the Blackfordby Conservation Area, is approximately 55 metres to the south of the sites southern boundary. The illustrative masterplan shows a generous separation between Wells Cottage and the conservation area due to the generous open space on the southern portion of the site. any future development can be designed to ensure that it will have no direct or indirect impact on any listed buildings, including the said conservation area.

The site falls within Flood Zone 1, where there is a low (less than 1 in 1,000) annual probability of river or sea flooding. All proposed buildings will therefore be situated within Flood Zone 1.

Safe and suitable vehicular and pedestrian access can be secured from Butt Lane and the A511 with specialist input. A Transport Assessment and Travel Plan will support any future planning application in respect of the above-mentioned three phases, which will essentially establish the impacts of the proposals on the transport network. If necessary, advice upon mitigation measures to ensure that any development on site can be accommodated without placing undue burden on the highway network.

As mentioned above, there are positive opportunities to promote the site and significantly increase the sustainability credentials of Blackfordby.

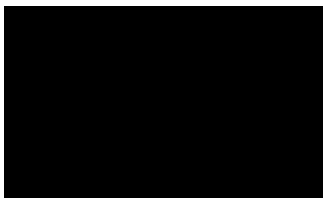
The site is considered financially viable. There are no known significant abnormal costs, for instance, in respect of contamination, access and demolition.

We can confirm, on behalf of David Wilson Homes, that the site is available deliverable and could indeed deliver up to 800 dwellings, along with substantial on-site facilities and services, as mentioned above. There are no technical barriers to development, and David Wilson Homes is committed to working with the local planning authority to deliver a high-quality residential led development scheme.

We can also confirm that David Wilson Homes is committed to enhancing the illustrative masterplan with further technical input in relation to, but not limited to, highways, ecology, drainage, amongst other technical aspects.

In this regard, we respectfully request that the site be considered as a housing allocation to be taken forward in the local plan review process.

Yours sincerely



**Anish Jadav**  
**Senior Planning and Land Manager**





## 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](http://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	John	
Last Name	Marriott	
Job Title (where relevant)	Trustee Planning and Transport Lead	
Organisation (where relevant)	CPRE Leicestershire Charity No:1164985	
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.

- Chapter 4 including Para 4.4 Objectives, Policies S1, S2, S3
- Chapter 5, Policies AP1, AP3, AP4, AP5
- Chapter 6, Policy H1
- Chapter 9, Policies IF1, IF2, IF5, IF8
- Proposed Housing and Employment Allocations Document

**North West Leicestershire Local Plan**

**Regulation 18 Consultation**

**February – March 2024**

**CPRE Leicestershire Response**

**Introduction**

**1) 2022 Response**

In our previous response made in 2022 we made the following key points:

- a) A strategic policy should be set out at the front of the plan to address Climate Change and meet net-Zero targets.
- b) The Standard Methodology figure of 359 dpa should be considered the housing need for North West Leicestershire.
- c) Option 7b promoted by the Council for distribution of housing is unacceptable, unneeded and contradictory to the Council’s expressed transport and climate goals.
- d) A New Settlement is not required and would create an unsustainable pattern of development, inconsistent with protecting the countryside, reducing the need to travel

and controlling Climate Change emissions.

- e) The need for employment land is over generous given the existing supply.
- f) The provision of large-scale logistics warehousing is also not justified.
- g) The proposed Health and Wellbeing policy is welcomed.
- h) Policies for the energy use and reduction of carbon emissions are generally supported but with some caveats.
- i) Transport, Sustainable Travel and their relationship to development are almost totally neglected in this consultation. No policy for this is presented or discussed.
- j) A more proactive and strategic approach to nature and biodiversity is needed.

## **2) Current concerns**

We continue to have a number of concerns that we feel the latest consultation does not address sufficiently. The three most important are:-

- a) Although the importance of Climate Change as a cross-cutting issue is acknowledged, the document does not sufficiently recognise that Climate Change mitigation should be a key strategic priority for the plan and addressed through a Strategic Climate Change Policy. *(See comments relating to Plan Objectives and Policy AP4)*
- b) The Plan lacks adequate consideration of issues regarding the location of new development, the provision of good local facilities to reduce the need to travel by car and how these can influence where and how people will travel, the density of development and the functioning of the road network. This is essential given the need to mitigate climate change and the obvious problems that would arise with the “predict and provide” approach that has hitherto been sought by the LHA.
- c) There is a lack of clarity regarding viability and how sites can be delivered and financed at the appropriate time and with the necessary facilities. This is now a critical issue with many other Local Plans. It is essential to include this at an early stage in the process, not at the Regulation 19 Stage. (NPPF 108)

## **3) Key points from this response**

Some of the key points from this response include:

- a) CPRE wants Climate Change mitigation and adaptation to be seen as a key strategic priority for the plan and addressed through an overall Strategic Climate Change Policy. Without such a focus we are not convinced that climate change considerations will feature strongly enough in the decisions about the location, design and delivery of new

developments.

- b) The policies on Renewable Energy and Reducing Carbon Emissions are partially supported with caveats, but they do not go far enough. The consultation does not demonstrate how policies in the Plan will contribute effectively to achieving an overall reduction of carbon emissions in the District.
- c) Transport, Sustainable Travel and their relationship to development continues to be seriously neglected in this consultation. This is contrary to the NPPF (para 108 Dec 2023) which notes that transport issues should be considered from the earliest stages of plan-making and development proposals.
- d) The Sustainability Appraisal fails to give sufficient weight to the poor performance of most locations in North West Leicestershire in terms of being able to offer genuine choices of transport. This is essential in order to reduce the impact of ongoing and proposed development on the road network.
- e) There is no certainty regarding the delivery of major highway infrastructure to increase capacity. In any case such an approach would facilitate an increase in traffic on all roads and would not be desirable or consistent with wider Plan objectives.
- f) No information has been presented to demonstrate that the proposed new settlement at Isley Woodhouse can be delivered with sufficient facilities and genuine attractive choices for sustainable travel.
- g) We consider that the scale of the proposed development, especially around the airport, is such that there needs to be a much greater understanding of the likely infrastructure and other requirements, including a clear demonstration that the Plan will contribute to the mitigation of climate change.

## Chapter 4 – Strategy: Objectives

### ***1) Objectives and need for Strategic Climate Change Policy***

In responding to the 2022 Local Plan consultation, CPRE Leicestershire called for the Plan to include a strategic policy “to address Climate Change and meet net-Zero targets”.

We did this because, in our view, tackling climate change and achieving net-zero involves recognising that a series of interrelated ‘cross-cutting issues’ impact on multiple aspects of Local Plan policies, as can be seen from the discussion throughout this response.

In addressing these issues, the Local Plan and the planning system have a crucial role. Given its importance and ‘cross cutting’ nature as a planning issue, the mitigation of and adaptation to climate change requires a comprehensive and holistic strategy that is expressed in the Local Plan through an overall Strategic Climate Change Policy.

This would set out how climate change mitigation and adaptation will be treated as a key overarching and prominent strategic priority in the Local Plan and how it should sit alongside development strategy policy.

In our view, the importance of Climate Change as cross-cutting issue is not sufficiently recognised and acknowledged in the Proposed Policies consultation document.

In paragraph 4.4 various objectives for the plan are set out. *Objective 7 – Mitigating for and adapting to climate change*, makes reference to ensuring that “new development mitigates for and adapts to climate change ... and contributes to reduced net greenhouse gas emissions to support the district becoming carbon neutral by 2050”.

Various useful and important policies are set out in Chapter 5 which relate to renewable energy, reducing carbon emissions, flood risk, sustainable drainage and water efficiency. All are individually important but are not linked to an overall climate change strategy. Perhaps more will be clearer when the Design Policy is set out in the Plan.

*Objective 4 - Reducing the need to travel* focuses on reducing the need to travel including by private car and increasing opportunities for cycling, walking and public transport use, all of which could have significant climate change and emissions reduction implications, depending on where new development is located. Again this is not linked to a climate change strategy.

In paragraph 4.6, it states that policies S1 to S4 relating to Future Development Needs, Settlement Hierarchy and Countryside, together with H1 to H3 relating to Housing and Ec1 to Ec3 relating to Economy and Employment, comprise “the development strategy of this plan”.

However, there is no such listing for climate change related policies. Instead, *Chapter 5 - Creating Attractive Places* merely states that “this chapter focuses on design, climate change,

health and wellbeing and water management”. At the very least, there should be a listing of the policies which are focused on the mitigation of and adaptation to climate change. But better still would be a Climate Change Strategic Policy at the core of the plan.

Arguably one of the most important elements in supporting climate change goals is the location of development. This raises a host of cross-cutting issues. The way we shape new and existing communities going forward can make a significant contribution to tackling climate change, both by reducing carbon emissions and by building resilience to its impacts. Particularly important are strategies and policies which direct development to where it will minimise carbon emissions. Transport and travel thus become a major cross-cutting issue if carbon emissions are to be reduced.

Thus addressing climate change needs to be centre stage in the local plan alongside development requirements as a driver of where development should be located, how it is designed and how it is delivered.

For CPRE Leicestershire that means addressing climate change through a strategic policy which links to all other policies and creates a concerted suite of policies where Climate Change mitigation and adaptation become a key strategic priority for the plan. Articulating climate change as a key strategic priority will help identify the conflicts and disconnects between policies that have been ignored, such as that between location of development, sustainable transport and cutting emissions. *(See further comments on this in following sections)*

Without such a focus in this Local Plan, we are not convinced that climate change considerations will feature strongly enough in the decisions about the location, design and delivery of new developments.

## **2) Example of Strategic Climate Change Policy – South Worcestershire**

An example of the approach we are calling for is contained in the ***South Worcestershire Development Plan Review: Regulation 19 Publication Document, November 2022***. The text of Policy SWDPR1, which is a lead strategic policy, is reproduced below.

Clearly aspects of what is in this particular policy do not apply in the same way to North West Leicestershire as they do in South Worcestershire. But the point about this example is that prioritises Climate Change Mitigation and Adaptation and links it with development priorities and strategies.

Of course many of the individual requirements are in or likely to be located across the North West Leicestershire Plan. What the South Worcestershire approach does is to set out priorities in sections A and B and then set out in Sections C and D what development proposals will be required to do contribute “to the mitigation of, and adaptation to Climate

Change”.

**Here is the South Worcestershire text:**

**SWDPR 01: Climate Change Mitigation and Adaptation**

*A. This strategic policy aims to ensure that all development minimises its environmental impact and is resilient to the consequences of climate change. The spatial development strategy includes a focus on delivering well-planned, sustainable new (and expanded settlements) which will provide a comprehensive range of local services and employment opportunities which can be readily accessed on foot, by bicycle and public transport. The development strategy also focuses growth towards the city, towns and larger (Category 1 – 3) settlements that can accommodate additional growth.*

*B. This strategic policy provides for priority to be given to minimising carbon emissions and the impacts and consequences of climate change in a holistic manner. Good planning be it the built and natural environment, the quality of design and its sustainability, the minimisation of waste, travel patterns and choice of transport, the use of energy and the generation of energy, delivers sustainable development which mitigates against and adapts to Climate Change.*

*C. To ensure that development contributes to the mitigation of, and adaptation to climate change, development proposals will be required to:*

- i. locate development to minimise the need to travel and design layouts and infrastructure to prioritise movement by foot, bicycle and on public transport; (see SWDPR 6)*
- ii. provide first phase electric vehicle charging infrastructure; (see SWDPR 6)*
- iii. contribute towards and support health and social wellbeing to meet the needs of current and future communities; (see SWDPR 10)*
- iv. provide Green Infrastructure to help mitigate against and adapt to the impacts of climate change, including carbon sequestration, water management and temperature extremes. Incorporate tree planting appropriate for climate change, soft landscaping, bio-diverse roofs, combination green and blue roofs and green / living walls where suitable; (see SWDPR 7, 37 and 45)*
- v. protect and safeguard existing green spaces and provide opportunities for community self-sufficiency e.g. through the provision of allotments, community orchards etc; (see SWDPR 45)*
- vi. deliver measurable net gains in biodiversity as well as protecting, restoring and enhancing habitats and ecological networks where appropriate; (see SWDPR 27)*
- vii. generate at least 20% of predicted energy requirements through renewable or low*

*carbon energy measures; (see SWDPR 33)*

*viii. make the most effective and sustainable use of land; (see SWDPR 15)*

*ix. reduce the energy demand from new development in line with the principles of the energy hierarchy, considering the orientation, layout and design of development to maximise passive heating and cooling systems opportunities and implement a fabric first approach to construction and ultra-low energy consumption standards (e.g. Passivhaus); (see SWDPR 26)*

*x. ensure that the built performance of the development (e.g. energy use, carbon emissions, overheating risk etc) matches the design performance to minimise the potential performance gap between design aspiration and the completed development. A recognised performance gap / assured performance and monitoring tool should be implemented to achieve this; (see SWDPR 05)*

*xi. prioritise the use of sustainable construction techniques and materials that involve the lowest embodied carbon and minimise their ecological and carbon footprints. Major development should target <500 kgCO<sub>2</sub>e/m<sup>2</sup> upfront embodied carbon emissions; (see SWDPR 05).*

*xii. minimise the impact on and from all sources of flood risk; (see SWDPR 34)*

*xiii. incorporate less resource intensive drainage solutions; (see SWDPR 35)*

*xiv. incorporate water use management and conservation features; (see SWDPR 36)*

*xv. submit Air Quality Assessments to determine the likely impact of development on air quality and resulting mitigation measures; (see SWDPR 37) and*

*xvi. incorporate the latest communications infrastructure (see SWDPR 32).*

*D. All development will need to demonstrate the above requirements which may be incorporated into a Design and Access Statement. However, any development involving 10 or more residential units or 500 sqm or more of any additional floor space will furthermore be required to demonstrate this through the BREEAM or Home Quality Mark assessment process as required through policy SWDPR 26.*

## **Chapter 4 – Strategy: Policies**

### **1) Policy S1- Future Development Needs**

We note that the housing requirement for North West Leicestershire is now set at 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040 based on the Standard Methodology (ONS 2014 figures) and the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022).

In our response to the 2022 Local Plan consultation, we reviewed the housing data and concluded that the Standard Methodology should be adopted using the ONS2014 figures to determine housing need in the district. We also concluded that the existing over-supply, along with a suitable allowance for windfalls, should be considered as fulfilling the Authority's duty to cooperate with neighbouring authorities should a shortfall be established.

Clearly, the figures put forward in this consultation vary from those put forward in 2022. The Statement of Common Ground is based in part on Leicester's declaration of 18,000+ unmet need which has been allocated to the surrounding boroughs and districts. The allocation to North West Leicestershire is 314 dpa, almost double its own housing need figure.

However, the HENA calculations predate the publication of the interim results of the 2021 census. These figures appear to downgrade significantly the existing 2021 households in Leicester when compared with the ONS2014 figures.

This is of particular importance with reference to the assumed unmet need arising from Leicester and suggests that unmet need is considerably lower than 18,000+ that has been declared. This also suggests that the agreed allocation to North West Leicestershire of 314 houses per annum (and the overall total of the figures allocated to other councils) is too high and should be reduced. The Leicester unmet need figure is yet to be tested through the examination process.

CPRE is concerned the current calculations are based on questionable out of date data. The interim census results suggest, yet again, that ONS 2014 may no longer be an appropriate base for calculating need.



## **Chapter 4 – Strategy: Policies**

### **2) Policy S2 - Settlement Hierarchy**

Paragraph 4.18 notes that the Local Plan should support a sustainable pattern of development and that it should focus development on locations which are, or can be made sustainable through limiting the need to travel and offering a genuine choice of travel modes.

The Settlement Study and the Sustainability Appraisal gloss over many of the factors which are essential to minimise the need to travel and are necessary to offer a genuine choice of travel. Only indicator SA8, which relates to the proximity of public transport (bus) services to a site, could be considered to relate to whether a site offers a genuine choice of travel modes. The criteria used in terms of frequency and proximity show that none of the sites offer a bus service which would provide a genuine choice of transport. The “Potential Strategic Sites Infrastructure Study” did not consider transport infrastructure or provision. An Inspector at a recent planning appeal noted that it was not merely sufficient to offer genuine choices of travel - they had to be seen as being choices that would actually be used.

No information has been presented to demonstrate that the proposed new settlement at Isley Woodhouse could be delivered with sufficient facilities and genuine attractive choices of travel. Furthermore, it appears that no work has been presented to show how such a development could be viable. (See comments on INF policies)

We disagree that the villages listed in 4.25 could be regarded as Sustainable Villages. We do not consider that the facilities on offer or the available choices of transport would reduce the need for most journeys to be made by car. As such they are likely to only be attractive to people who will rely on cars for most journeys. Any development in those settlements would need to demonstrate a compelling local need.

We want to see changes to Draft Policy S2 – Settlement Hierarchy (Strategic Policy):

- a) Paragraph (1) should direct new development only to places which have a wide range of facilities and which offer an attractive and genuine choice of transport options. That should only include the Principal Town and Key Service Centre classifications.
- b) Paragraph (2) should be removed until it can be demonstrated that a new settlement can be delivered which is viable, provides the necessary facilities and offers genuinely attractive choices of transport.
- c) Paragraph (3) needs to specify what the requirements are for a village to be regarded as a Sustainable Village.

## **Chapter 4 – Strategy: Policies**

### **3) Policy S3 - Local Housing Need Villages**

We support this policy but Paragraph (3) refers to a period of three years. We question whether the wording will be sufficient to "secure the occupancy" of a dwelling for the stated period of three years and in a way that meets longer term local needs.

## **Chapter 5 – Creating Attractive Places: Policies**

### ***1) Policy AP1 – Design of New Development (Strategic Policy)***

We agree with the statement in paragraph 5.3 that “high quality design can also respond effectively to a wide range of issues including responding to the effects of climate change, providing healthier and more active places and flooding.”

However, we are disappointed that the policy is not more developed and that the important contribution of design to reducing carbon emissions, the achievement of net Zero, and in combatting biodiversity decline and aiding nature recovery are not highlighted in the discussion. But, we welcome the commitment to the updating of the Good Design SPD.

All developments should minimise their lifetime emissions, increase carbon capture and climate resilience. Design codes ought to involve new developments fitting appropriate features, such as roof top solar panels, from the start rather than retrofitting them in years to come. CPRE campaigns for the use of rooftops on new and existing housing and commercial buildings for generating solar renewable energy.

In addition, the layout of developments, for instance, could be designed to aid the reduction of emissions and increase climate resilience as well as promoting active travel by walking and cycling routes and accessibility to sustainable transport such as bus services.

Design requirements could also include increased tree coverage in urban landscapes that can directly reduce temperatures at street level and reduce air-borne pollution in these denser environments.

Design codes would be appropriate if they cover the layout of developments and measures relating to climate change, carbon capture, biodiversity and nature recovery as well as the physical layout and character of developments and individual buildings.

## **Chapter 5 – Creating Attractive Places: Policies**

### ***2) Policy AP3 - Renewable Energy***

We agree with this policy with some caveats.

Our priority would be for solar panels to be placed on appropriate buildings, e.g. warehouses, and on brownfield land rather than greenfield sites, especially on best and most versatile agricultural land. We would like to see many more new housing and employment developments incorporate solar panels on roofs to provide local needs.

We would however draw attention to the importance of recognising the impact of solar and wind on landscape character and their potential cumulative adverse impact in particular locations. In this context, we would like to see stronger design requirements for solar and wind infrastructure to ensure they are integrated into the surrounding landscape with minimal impact where projects are allowed go ahead.

We agree with paragraph 5 of the policy with respect to the best and most versatile agricultural land but we also suggest that good productive agricultural land, namely 3b grade land, should also be avoided where possible. If not, then food security is likely to become much more of an issue in the near future.

## Chapter 5 – Creating Attractive Places: Policies

### **3) Policy AP4 Reducing Carbon Emissions**

We agree with the Local Plan seeking to achieve higher levels of energy efficiency in developments as part of a policy to reduce carbon emissions. However, we note this policy is mainly related to how the energy features of buildings contribute to reducing carbon emissions. Given its important, though limited focus, it would more accurate if it is re-named ‘Sustainable Buildings and Reducing Carbon Emissions’.

As a policy, this does not address the wider and cross-cutting context of reducing carbon emissions. For instance, it does not address the reduction of carbon emissions through different modes of travel or different locations of developments.

The Local Plan needs to demonstrate that it contributes significantly to the wider mitigation of climate change and reduction of carbon emissions. CPRE argues, in section *Chapter 4 – Strategy: Objectives* above for a *Strategic Climate Change Policy* at the very core of the plan to address this need. Both the design and location of development could then be judged against that policy. (See Section 2 sub section 2) for the South Worcestershire Plan example of such a policy)

We are not convinced that in the absence of such a wider policy statement that climate change mitigation will feature strongly in the decisions about the location, design and delivery of new developments.

Section 19(1A) of the Planning and Compulsory Purchase Act 2004 provides that:

*‘Development plan documents **must** (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority’s area contribute to the mitigation of, and adaptation to, climate change.’* [emphasis added]

<https://www.rtpi.org.uk/media/1566/planningforclimatechangelawandpolicybriefing2019.pdf>

<https://www.tcpa.org.uk/wp-content/uploads/2021/11/TCPA-RTPI-Climate-Guide-4th-edition-1.pdf>

We are extremely concerned that the Leicestershire Strategic Growth Plan has not been reviewed. It failed to consider climate change mitigation and promoted an Expressway around the south and east of Leicester to facilitate car dependent development. Despite it being shown that an Expressway could not be justified the SGP is still being seen as a guide for future development. A key assumption of the SGP was that the Government would provide a significant amount of infrastructure to support it.

The Local Plan proposes significant development of a type and in locations where it will inevitably increase vehicular traffic on roads and is likely to increase congestion and emissions. This may in turn lead to a desire to increase road capacity which will facilitate

further development and perpetuate the cycle.

We note that currently the Council has only produced Part 1 of the Infrastructure Plan. Part 1 does not consider the implications of the Freeport or the need to show how the Local Plan contributes to the mitigation of climate change. (See comments relating to Infrastructure)

We note that the Council declared a climate emergency in June 2019. The Zero Carbon Roadmap shows that transport accounts for over a third of all carbon emissions. It notes that its reduction is a very significant challenge. The Roadmap also notes (10.2.1) that "The potential for policy to cause significant change within the district cannot be understated. New policies should be bold and reflect the urgency of the changes that we need to see to avert catastrophic climate change."

We consider that Local Plan policies must be bold if the Plan is to demonstrate that it will actually contribute to the mitigation of climate change and not make it worse. We remain sceptical that the plan will or can deliver the needed changes.

## **Chapter 5 – Creating Attractive Places: Policies**

### **4) Policy AP5 - Health and Wellbeing**

We support this policy and note the Council supports the delivery of a safe walking and cycling network to increase access to active travel. This is just one reason why the ability to walk and cycle often and effectively should be a major consideration in the choice of new locations for development and in their design and layout. Providing safe and attractive links to schools would help young people appreciate the freedom and other benefits that can be derived from a less car-dependent lifestyle.

## **Chapter 6 – Housing: Policies**

### **Policy H1 – Housing Strategy (Strategic Policy)**

With regard to Policy S1 Future Development Needs, we expressed scepticism about the housing numbers required, particularly based on interim census data published in 2022. Concern is carried forward to the numbers this policy seeks to manage.

We are particularly supportive of paragraphs 5 and 8 of the policy. It is important that the need to deliver a mix of new homes across the district is not considered in isolation and the Local Plan also considers and plans for issues such as the provision of new community facilities and infrastructure, including transport, to support new development.

If additional housing comes forward on urban brownfield sites, that should be supported as well as affordable housing on exception sites in villages and other small settlements. Otherwise we do not consider there is a need for additional green field allocations, which would also undermine goals on sustainable transport and climate change. In addition, the plan should also encourage significantly higher densities and the provision of genuine alternatives to reduce car ownership and use.

Our view is that sufficient land has been allocated and it will be up for review anyway. The important action is to allocate sites in the right places. In response, to Policy S2 – Settlement Hierarchy, we expressed doubts about the ‘sustainability’ of ‘sustainable villages’ and of the proposed new settlement at Isley Woodhouse. We suggest that the sustainability of these locations must be more carefully assessed prior to committing to these sites and certainly prior to Regulation 19, which will be far too late.



## Chapter 9 - Infrastructure and Facilities: Policies

### ***1) Policy IF1 – Development and Infrastructure (Strategic Policy)***

We note that the Council has only produced Part 1 of the Infrastructure Delivery Plan (IDP). This recognises that despite previous attempts to increase the capacity of some junctions that these are not sufficient to deal with predicted growth. This is an ongoing problem with using transport modelling.

A new document “Stepping off the Road to Nowhere” from Create Streets / Sustrans helpfully explores the problem with transport modelling and “predict and provide”.

<https://www.createstreets.com/wp-content/uploads/2024/03/Road-to-Nowhere-110324.pdf>

It is evident that the approach must be changed to “determine and provide”. This is now being adopted by an increasing number of authorities including North Somerset, Wiltshire and Oxon.

The IDP page 3 states that Part 2 is scheduled to be undertaken only after the Council has identified its preferred housing and employment sites. Transport Modelling is also proposed (3.11) but for the reasons stated above we do not consider this appropriate.

There is a significant problem with modelling in that the modelled flows are typically constrained by the road network capacity. That provides a very misleading underestimate of the impact of additional traffic on some roads because vehicles are transferred to less direct and often unsuitable routes. This often leads to assumptions that fairly modest increases in road capacity could deal with the predicted increased flows whereas in practice any relief would be short lived.

We also note that Part 2 of the IDP would be fed into the Viability Assessment which would only be produced at the Regulation 19 stage (9.12). This is far too late in the process.

We consider that the scale of the proposed development, especially around the airport, is such that there needs to be a much greater understanding of the likely infrastructure and other requirements, including a clear demonstration that the Plan will contribute to the mitigation of climate change. This is essential in order to make an informed decision on which sites should be preferred once there is a much greater knowledge of whether they are likely to be viable, acceptable and fully deliverable.

In this respect we consider the Local Plan does not accord with NPPF (para 108 Dec 2023) which notes that transport issues should be considered from the earliest stages of plan-making and development proposals. It gives several very important reasons why this should be done, which are highly relevant here.

It is already evident that existing and currently proposed developments around M1 junction

24, including the A50, A42 and the A453 into Clifton, will greatly increase the demand on that junction and all the roads leading to it. The designation of three large areas for the Freeport also has very uncertain consequences.

The “Long list” of potential transport schemes included in Annex A to Part 1 of the Infrastructure Plan has been overtaken by events and many are no longer credible. There is currently no prospect of any significant increase in capacity on the strategic roads, which are the responsibility of National Highways. Previous proposals have been abandoned and a greater proportion of road funding is needed for maintenance.

The area also experiences significant congestion when major events take place at Donington Park. The Isley Woodhouse location is remote from essential facilities and the distances are such that walking and cycling are unlikely to be an option for most journeys. The current lack of any effective public transport co-ordination or the likelihood of any long-term guarantee of effective and attractive bus journeys must be accepted as a major limitation of the role of that mode of transport across the district.

The IDP p.23 notes that:-

*“Leicestershire County Council’s Network Management Policy & Strategy document (published 2019) acknowledges this context and identifies constraints to resolving the issue. These include uncertainties surrounding adequate funding streams for continual upgrades to the road network, as well as concern for the long-term social and environmental acceptability of an approach by which road capacity is continually increased.”*

The County Council has encountered considerable problems with funding transport proposals linked to development. This led to it devising an Interim Transport Contributions Strategy for Charnwood District. An examination of comments made by Leicestershire CC as the Local Highway Authority on planning applications shows that it has adopted a very inconsistent approach to seeking Section 106 contributions for highway and transport measures.

Any receipts have fallen far short of what would be needed to support the County Council’s current “predict and provide” approach to transport and most of it is proposed to be directed at a few junctions where the proposed changes will have little impact as traffic will quickly redistribute.

We suggest lessons can be learnt from the Charnwood Local Plan. This originally included an extensive Infrastructure Schedule. This was withdrawn when the Local Plan Examination opened and it was replaced by three vague “Transport Strategies”, covering three parts of the Borough.

The Examination has now closed with no clarity regarding the deliverability or effectiveness of any transport proposals. As such, it is difficult to see how the Charnwood Local Plan could be declared sound in terms in terms of having been positively prepared. The Inspectors will now

have to consider whether the Plan has been justified and will be effective. Notwithstanding their decision, it still leaves a Plan which has no certainty and little prospect of delivering a satisfactory solution.

The use of Transport Assessments has not made much noticeable impact on the type of developments that have been permitted. Travel Plans have often been requested and these are often very voluminous. Many propose vague targets aiming to demonstrate that they are successful and a common requirement is that a Travel Plan Co-ordinator should be appointed to monitor their effectiveness.

It has not been possible to find any evidence in Leicestershire that they have been successful in reducing the need to travel. It appears that the Co-ordinator role has not been effective. It is hard not to draw the conclusion that the whole process is a currently a tick box exercise.

A switch to a “determine and provide” approach would facilitate a clear understanding of what a development should provide and with hopefully the means to ensure it that it is delivered.

## **Chapter 9 - Infrastructure and Facilities: Policies**

### **2) Policy IF2 – Community Facilities (Strategic Policy)**

We consider that a wide range of facilities and infrastructure will be essential to produce attractive and sustainable developments. A lack of community facilities will increase the need to travel. It is a matter for the District Council to consider whether it should seek contributions via Section 106 Agreements for individual sites or adopt a District Wide Community Infrastructure Levy (CIL) charge to spread funding across all relevant developments.

## **Chapter 9 - Infrastructure and Facilities: Policies**

### ***3) Policy IF5 – Transport Infrastructure and New Development***

See comments on IF1.

## **Chapter 9 - Infrastructure and Facilities: Policies**

### **4) Policy IF8 – Parking and New Development**

The provision of parking has a major effect on the density and design of new developments. Despite what appears to be over-generous provision the reality is that most streets in new developments have the appearance of being dominated by cars. Many have all their frontage devoted to car storage and some have it tucked away at the back. This does not prevent vehicles being parked on verges and footways.

Most new housing developments do not give the appearance of a safe environment to walk or cycle. Often the internal layout or other design features seek to block direct walking and cycling routes.

A move to a “determine and provide” approach which seeks to minimise the need to own so many cars and use them for short journeys is extremely desirable. (See comments on INF1)

Where appropriate, thought could be given to the provision of fewer parking spaces than specified in the County Council Guidance. This is in line with a desire to see less car use and achieve a better use of land. Where it can be demonstrated that a new development has access to a wide range of facilities, has a genuine and attractive choice of travel, and can secure that in perpetuity, then developers might be encouraged to propose developments that are intended for people who would accept conditions restraining car ownership.

## **Comments in connection with Proposed Housing and Employment Allocations Document**

### ***1) Housing***

We note that many of the sites are in, or close to, places which have few local facilities. Many are unlikely to have other facilities available within walking or cycling distance and public transport is likely to be very limited or non-existent.

It seems likely therefore that most people who would choose to move to such locations would consider one or more cars to be essential. We consider that the Sustainability Assessment methodology used has failed to identify many of these locations as unsustainable. We suggest that Sustainability Assessments are carried out by professionals with greater expertise in sustainable transport.

A switch to a “decide and provide” strategy, using a similar approach to that adopted for Chippenham, and using “gentle density” would facilitate more dwellings being built in the same area. We do not consider that there would be a need to allocate more land for housing at this stage.

Both of these actions are complementary and they will be an essential component of demonstrating that the Plan will contribute to the mitigation of climate change.

### ***2) Employment***

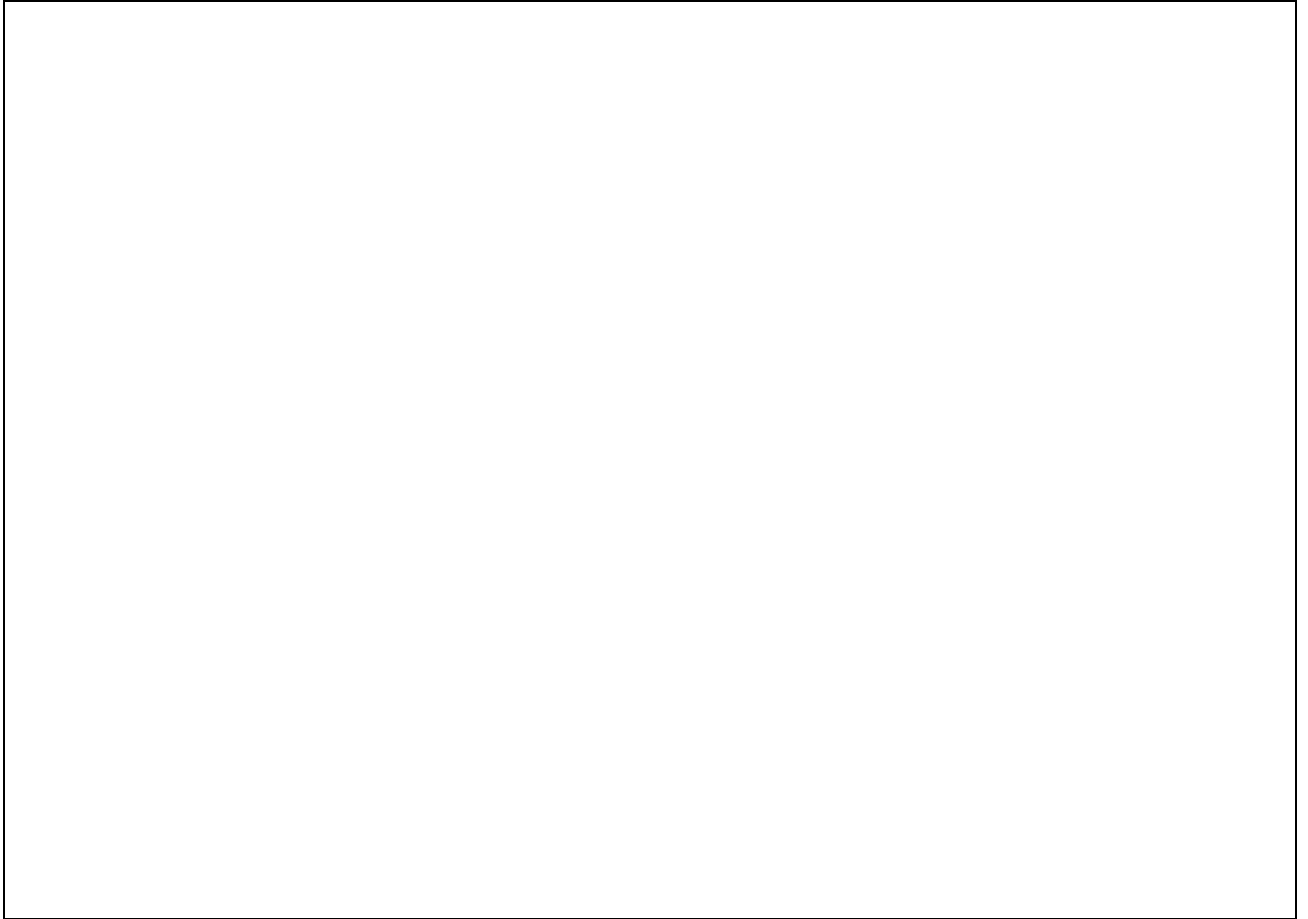
We welcome the recognition that there is little or no demand for office space. We also note there is an apparent excess of industrial / smaller warehouse.

### ***3) Strategic Distribution and Freeport***

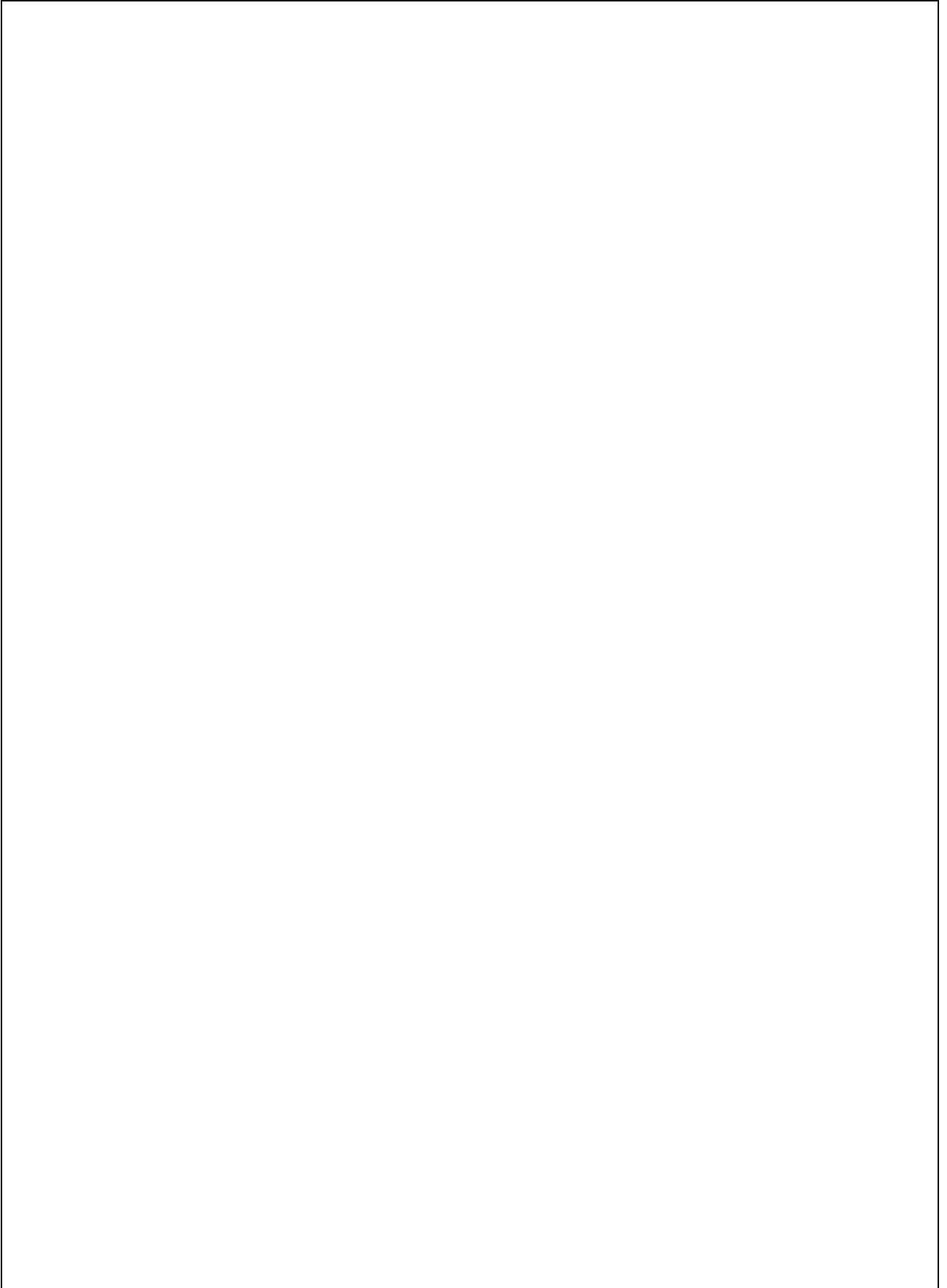
We note that when designating the Freeport the Government did not undertake an assessment of the planning merits of the site. It seems no consideration was given to either the location of employees or the transport implications. There is still no clarity with regard to how this would be addressed. The consultation document states that the acceptability of the proposal in planning terms is a matter for the new Local Plan (and/or a planning application) balanced against the above considerations.

The consultation notes the significant concerns and uncertainties and states that it is not clear whether an allocation in this location is justified. Nevertheless, the Consultation document states that land to the south of the airport has been identified as a potential location for Strategic Distribution at this stage.

We would urge the Council to consider all the development proposals around the airport and Junction 24, including Isley Woodhouse, and reflect very carefully as to whether a satisfactory form of development can be created there, and if so how it can be funded and delivered.







## 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: John Marriott

Date: 15 March 2024

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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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## DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040 CONSULTATION (REG 18)

### REPRESENTATIONS FOR WILLIAMS HOMES

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#### INTRODUCTION

1. These representations are made in relation to the North West Leicestershire Local Plan 2020-2023 Regulation 18 (Preferred Options Plan) consultation ('the emerging plan'), on behalf of our client, Williams Homes Ltd.
2. The Council is inviting comments between Monday 5<sup>th</sup> February and Sunday 17<sup>th</sup> March 2023 in relation to three consultation documents: Proposed Policies for Consultation, Proposed Housing and Employment Allocations for Consultation, and the Proposed Limits to Development for Consultation.
3. The subsequent sections of these representations will comment on:
  - The Plan Objectives;
  - Amount of and type of housing development;
  - Plan Period;
  - Sustainability Appraisal; and
  - Settlement Hierarchy.
4. The final chapter of these representations introduces 'Land to the South of Richmond Road, Donington le Heath', as shown on the plan below, and makes reference to the accompanying vision document to promote the sites suitability and achievability as a strategic housing allocation within the emerging plan.



## OBJECTIVES

5. The emerging plan sets out a number of objectives the plan aims to achieve, which provides a guiding framework for the plans policies and proposals within the District.
6. Objective 2: Seeks to ensure the delivery of new home, including affordable housing, which meet local housing needs, in terms of number, size, tenure, and type. We welcome this objective; however, the Council should strengthen it by committing to address the acute affordability issue within the District.
7. Objective 3: Seeks to achieve high-quality development that is sustainable, responds positively to the local character, and creates safe places to live, work and travel. We support this objective. Not only does this objective complement objective 2 above, but it also emphasises the importance of sustainable modes of transport and delivering

new infrastructure. We note that the NPPF encourages focusing significant development on locations that are already or can be made sustainable. In this regard, opportunities for enhancing the sustainability of places should be referred to within objective 3 and 4.

8. Objective 11: Essentially seeks to maintain access to services and facilities, including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks, and health and social care, to ensure development is supported by the physical and social infrastructure the community needs. We support this objective; however, we would suggest that this objective works in tandem with the other objectives, particularly objective 2.

### **DRAFT POLICY S1 – FUTURE DEVELOPMENT NEEDS**

9. Draft Policy S1 identifies the future housing needs for North West Leicestershire, providing 686 dwellings per annum ('dpa') over the plan period between the years 2020 and 2040. This figure is based on the Statement of Common Ground ('SoCG') for the Leicester and Leicestershire Housing Market Area June 2022, which aims to redistribute unmet housing needs from Leicester City Council to neighbouring authorities, of which North West Leicestershire District Council ('the Council') is one.
10. As part of the SoCG, the Council has accepted an apportionment of 27% of Leicester's unmet housing needs – a total of an additional 5,024 dwellings over the plan period 2020 to 2040 – on top of the local housing need ('LHN') of 372dpa, generating a total of 686dpa, as identified in Draft Policy S1.
11. The Planning Practice Guidance ('PPG') makes it clear that the LHN only represents a minimum starting point for calculating the level of housing need and does not produce a housing requirement. There are additional factors such as economic, affordable housing, and unmet needs from neighbouring authorities that must also be considered in the assessment, as the NPPF and its supporting Planning Policy Guidance states.
12. While the issue of unmet needs from Leicester City Council has been dealt with, as highlighted above, the Council is ultimately seeking to utilise their LHN figure of 372dpa for the purposes of their spatial strategy given the additional dwellings to meet the unmet housing need from Leicester are to meet the City's need rather than any proportional uplift within North West Leicestershire itself.

13. As noted above, the PPG makes it clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN figure.
14. In this regard, meeting the minimum LHN alone for North West Leicestershire District will not address housing related deprivation because the LHN on its own only provides a need figure based on demographic projections with an affordability uplift. The LHN does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered by planning for the LHN alone.
15. The Council should continue to explore this matter as further analysis is undertaken in respect of the whole plan viability testing to inform Draft Policy H5 on affordable housing provision. To put things into perspective, this is particularly important given that the 2022 Leicester and Leicestershire Housing & Economic Needs Assessment ('HENA') concludes that there is a need for up to 382 affordable homes of all tenure types per year within the District, representing approximately 56% of the overall annual housing requirement currently being pursued by the Council and more than the District's LHN in its entirety.

#### *Plan Period*

16. We are conscious that the latest Local Development Scheme ('LDS') was published in October 2023. The said LDS indicates that the emerging plan is anticipated for adoption in October 2026. In this regard, it is fair to say that by the time the emerging plan is adopted (assuming all goes well and according to schedule), the Council's Local Plan period would take us up to the year 2040, falling short of the minimum 15 year time horizon from adoption required by paragraph 22 of the NPPF. The minimum Local Plan period should, in fact, be up to the year 2041.
17. However, we would caution that the minimum Local Plan period to the year 2041 as this allows for very little delays against the programme set out within the current LDS dates October 2023). Instead, we suggest a plan period up to the year 2042 or 2043 would be more sensible and appropriate.

#### *Sustainability Appraisal*

18. The Council has not published any further iterations of the Sustainability Appraisal ('SA') to accompany the current consultation exercise in relation to the amount of housing or the selected spatial strategy. In fact, the latest version is the 'Interim SA

Report of Spatial Options dated September 2022, which does not appear to test the level of growth proposed through the current Draft Plan out for consultation, nor does it appear to test the overall distribution within the District.

19. In essence, the Spatial Options SA considered four scenarios in respect of the amount of dwellings over the plan period as follows:

- Low Scenario: At 360dpa
- Medium Scenario: At 448dpa
- High 1 Scenario: At 512dpa
- High 2 Scenario: At 730dpa

20. We are conscious that the High 2 Scenario at 730dpa informed the 'Preferred Initial Options' at the previous stage of the consultation. For instance, the Local Plan Committee of 27<sup>th</sup> September 2022 agreed that Option 7b was the preferred development strategy which identified an annual requirement of 730 dwellings per annum. This is clearly higher than the requirement figure now being pursued by the Council.

21. However, the Council's decision to lower housing requirement to 686dpa, currently identified within Draft Policy S1, as noted above, is not clearly justified, nor are the associated sustainability effects clear.

22. To put things into perspective, the 'Spatial Options SA' only briefly mentioned the 686dpa figure. It essentially states that this figure lies within the range of High 1 Scenario of 512dpa and High 2 Scenario at 730dpa, but no more. In this regard, we advocate that the preferred growth scenario of 686dpa should be subject to a SA with a clear explanation as to why it has been selected over and above the initial preferred option of 730dpa. At the time of writing, it is not clear why this has been selected.

## **DRAFT POLICY S2 – SETTLEMENT HIERARCHY**

23. Draft Policy S2 focuses on the settlement hierarchy and seeks to direct new development to appropriate locations within the 'Limits to Development', in accordance with the settlement hierarchy defined within draft policy.

24. Much like Policy S2 of the adopted North West Leicestershire Local Plan, Draft Policy S2 continues to identify the 'Coalville Urban Area' at the top of the settlement hierarchy as a 'Principal Town'. The Coalville Urban Area comprises: Coalville, Hugglescote, Donington le Heath, Snibston, Thringstone, and Whitwick as well as Bardon employment area.
25. Draft Policy S2 was informed by the 'Settlement Study 2021' the evidence base. Essentially, the Settlement Study methodology includes an assessment of services and facilities available within settlements, as well as considering accessibility to services and facilities elsewhere by public transport. Given that such provision can contribute towards the sustainability of a settlement, the site assessment should take into account settlements that are (or can be made) sustainable. We consider this to be a sensible approach in the context of the settlement pattern in North West Leicestershire.
26. We agree with the approach to the settlement hierarchy contained in Draft Policy S2 and Coalville Urban Area, incorporating Donington le Heath's, continued classification at the top of the settlement hierarchy. To illustrate the point, the Settlement Study 2021 concluded that this location is the most sustainable location for new growth by a considerable margin in the District having regard to its existing services, facilities and infrastructure.
27. Additionally, Coalville Urban Area scored 33, while Ashby de la Zouch (the next most sustainable settlement within the settlement hierarchy) scored 23, reinforcing the fact that the Coalville Urban Area is the most sustainable location by a considerable margin, and can and should accommodate further growth moving forward. We support this conclusion entirely.
28. We also support the identification of Donington le Heath forming part of the 'Coalville Urban Area' given its physical and function relationship to the wider conurbation.

#### **DRAFT POLICY H1 – HOUSING STRATEGY**

29. We conscious that Draft Policy H1, in part, states that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
30. While we support this approach, we advocate that Draft Policy H1 along with its supporting text incorporates a few changes. We would suggest:



- Make it clear how its strategy for growth is shaped by the settlement hierarchy;
- Explain the consideration of reasonable alternative; and
- Explain how the total number of homes for each part of the Local Plan Area has arrived at, taking into account the settlement hierarchy.

31. At the present time, we are conscious that the amount of housing growth apportioned to each settlement is set out in the proposed 'housing and employment allocations' section of the plan, which is a different document, while the level of commitment at each settlement is set out in Appendix A of the latter. We suggest Draft Policy H1 should consolidate this information into a single easy-to-read table. This will ensure the role of each part of the Plan Area in accommodating housing growth is clear from the strategic policies of the emerging plan to guide future decision-making.

32. We are also conscious that it is not currently clear how the net apportionment of growth to each settlement actually follows the proposed settlement hierarchy. For instance, Coalville Urban Area as the most sustainable location in the District and a Principal Town will accommodate 1,666 dwellings (net of commitments) over the plan period.

33. In contrast to the above, the 'Key Services' will accommodate 2,326 dwellings and the 'New Settlement' at Isley Woodhouse will accommodate 4,500 dwellings (of which 1,900 dwellings are expected to come forward within the current local period). Of the net residential growth provided for through the emerging plan, the strategic apportionment of dwellings equates to the following percentages across the plan period:

- Coalville: At 25%
- Key Service Centres: At 34%
- Local Service Centres & Sustainable Villages: 12%
- New Settlement: 28%

34. In our opinion, the above-mentioned level of growth does not appear to follow the proposed settlement hierarchy set out in Draft Policy S2. For instance, it does not reflect the primacy of Coalville Urban Area as a 'Principal Town' and instead filters down the housing numbers to several sustainable settlements and locations further down the settlement hierarchy such as the new settlement at Isley Woodhouse and the Local Services and Sustainable Villages. Given that one of the strategic objectives is to reduce the need to travel and to regenerate Coalville, the more dispersed

approach does not appear to be compliant with the emerging local plan's strategy, nor its underlying evidence base.

35. While we recognise the need for all sustainable parts of the Local Plan area to grow sustainably and proportionately, coupled with locations that are also well placed to sustainably accommodate strategic housing growth, there is little emphasis on Coalville within the spatial strategy. We consider that further housing growth should be directed to this location to delivery sustainable patterns of development that reduce the need to travel.
36. In terms of the SA, it is not clear how the spatial strategy adopted in the current Draft Plan has been tested and how it performs against reasonable alternatives. For instance, previous consultations had identified Option 7b as the 'preferred option', which called for 1,785 dwellings at the Coalville Urban Area AND 1,785 dwellings at the new settlement, compared with the current strategy which identifies 1,900 dwellings for the new settlement within the plan period and 1,666 dwellings for Coalville, along with significantly increased provision at the Key Service Centres. It is not clear where the draft plans chosen spatial strategy has been subject to a SA, if at all, and how it compares to reasonable alternatives.
37. It is fair to say that failing to make efficient use of the Coalville Urban Area in the allocation of land for development, given its sustainability credentials and position within the existing and proposed settlement hierarchy, will not lead to sustainable patterns of growth. In this regard, we would suggest that the Council fully explores opportunities for meeting growth needs at this location in preference to other areas.

#### **LAND SOUTH OF RICHMOND ROAD, DONINGTON LE HEATH**

38. This section of the representations introduced land south of Richmond Road, Donington le Heath, and addresses the site's deliverability as a Strategic Housing Allocation within the current review of the Local Plan.
39. The site is located to the south of Donington le Heath. As noted earlier, the village of Donington le Heath is identified within the both adopted and emerging Local Plan as forming part of the 'Coalville Urban Area'. It is consequently classified as a 'Principal Town'. The Settlement Hierarchy Paper identifies Coalville Urban Area as having an extensive range of services and facilities including employment, leisure and shopping, accessible through sustainable transport from surrounding areas.

40. Donington le Heath is situated approximately 1.3 miles from the urban area of Coalville, and the site itself is in close proximity to the existing urban area of Donington le Heath. The village's services and facilities are within walking distance of the site.

41. In addition to this, the site stands out for the following reasons:

- The site is capable of providing a number of homes and types of development for the village;
- The site is not situated within the flood zone. In other words, the site has a low probability of flooding according to the Environment Agency Flood Risk for Planning;
- The site is greenfield. In this regard, contamination from previous uses is not expected to be a significant issue;
- We can confirm that the site is not subject to any viability or deliverability issues that would prevent it from coming forward for development to meet housing needs;
- The Council will no doubt be aware of paragraph 70 of the NPPF (December 2022) which recognises that small to medium sites can make an important contribution to meeting the housing requirement and are often built out relatively quickly. We believe this site can thus positively contribute towards the Council's five year housing land supply moving forward.

42. Williams Homes has provided an 'illustrative masterplan', as set out in the accompanying vision document. The illustrative masterplan demonstrates how the site can come forward for housing development. The accompanying vision document and illustrative masterplan demonstrates how up to 50 new homes, a public open space and improved public routes to the surrounding area, including a public right of way through the site can be enhanced to enhance usability.

43. It is important to highlight that the accompanying vision document has been prepared having regard to the sites opportunities and constraints with specialist input. This not only demonstrates Williams Homes' commitment to promoting the site through the

current local plan review process, but also shows the commitment to work proactively with the Council and be of assistance where we can.

44. Lastly, to conclude, development of this site would see the delivery of market and affordable housing, with other community benefits. The site is available, achievable and deliverable with no ownership constraints. In this regard, we are confident that the site could deliver housing in a timely manner, particularly given that a housebuilder owns the site and is promoting it. The housebuilding is committed to delivering a logical residential development, and working with the Council as mentioned previously and within the vision document itself, the illustrative masterplan has been informed by a number of technical studies regarding highways, landscape, and drainage, amongst other things.
45. Importantly, the site currently lies outside, but is immediately adjacent to the draft 'Limits to Development' boundary. Accordingly, the site lies within the designated countryside, where residential development would be resisted in principle.
46. Given the fact that the site is owned by Williams Homes (a reputable Leicestershire housebuilder) who has every intention of delivering the site for residential development, in the most sustainable locations for new growth in the District, we would respectfully ask the Council to allocate the site for housing development and include it within the 'Limits to Development' boundary, so that it can make a positive and meaningful contribution towards the Council's five year housing land supply moving forward.



Proposed Residential Development on Land South of

# Richmond Road, Donington-le-Heath

**Vision Document** | March 2024

Prepared by



on behalf of

**WILLIAMS HOMES LTD**

March 2024

Document Title: Vision Document

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Marrons  
No.1 Colmore Square  
Birmingham  
B4 6AA

t: +44 (0)121 214 0000  
e: info@marrons.co.uk

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Checked by: \

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THE NATIONAL FOREST

**DONINGTON  
LE HEATH**

Welcomes careful drivers

# 1.0 Introduction



## Executive Summary

Marrons have been instructed to prepare this vision document by Williams Homes Ltd to demonstrate deliverability of development as part of promotion of Land South of Richmond Road, Donington-le-Heath ("the Site").

The key objectives of the document are:

- To present a vision to guide development proposals
- To set out a summary of site considerations and local context
- To present illustrative concept proposals and the benefits that development of the Site could offer

The Site comprises two parcels of open grassland adjoining Richmond Road on the built edge of Donington-le-Heath. The Site is a logical and deliverable location for development, being well-placed geographically to provide new homes for the district, and close to existing residential development and local amenities.

A high-level approach to site analysis has been taken at this early stage, identifying known constraints and considerations. More detailed analysis of the Site and its context will be carried out to support a future planning application.

Specialist analysis of the planning context by Marrons is included within this document to inform the suitability of development on the Site.

Analysis of the Site's locality and context has informed the preparation of an illustrative concept plan included within this document.

It is shown within the document that the site is deliverable, with the potential to supply new housing. The site is available now, offers a logical location for development and is achievable with the potential for development to commence on site within 5 years.





The Site, looking northward

# The Vision

*// The vision is to create a well-connected, vibrant and sustainable new community on the southern edge of Donington-le-Heath.*

*With proposals that positively responds to their local setting, bring forward development that provides high quality new homes catering for modern family living, with ecological benefits and high quality public open space that's closely linked to its landscape setting, all combining to create a new community to be enjoyed by all.*

**up to 50 new homes**  
a new neighbourhood for modern family living

**public open space**  
green space for people to enjoy, enhancing landscape and ecological benefits  
reflective of the Site's location

**sustainable and connected**  
pedestrian permeability including enhanced public routes





## Site Location

The Site is within a sustainable location close to established services and amenities which can be accessed through sustainable modes of transport.

Local amenities within walking distance of the Site (set out on the following page) include:
















- Local shops
- Public houses
- Primary School
- Recreation areas
- Post office
- Health centre

The Site lies around 2km south of Coalville town centre, which offers an array of public amenities including shops, education, healthcare services, pubs, supermarkets and restaurants.

The area is well connected to other towns and cities by bus and road links, with the A511 connecting the wider settlement with the A42 and M1 motorway. As such, development proposals for the Site would constitute sustainable development.



TOP The Gate Inn public house  
BOTTOM The Co-operative Food shop, Ashburton Road

-  Site boundary
-  Key vehicular routes
-  Public rights of way
-  Bus stops
-  Community centre
-  Primary school
-  Shop
-  Place of Worship
-  Food and Beverage
-  Recreation Ground
-  Museum
-  Public House
-  Post Office
-  Listed building
-  Conservation area

Ammenities & Connectivity



# 2.0 Planning Context

# Planning Context

The statutory development plan, in so far, as it relates to this site comprises the North West Leicestershire Local Plan ('adopted local plan'), which was adopted in the year 2017 and then updated by a partial review in 2021. The adopted local plan provides for a minimum of 9,620 dwellings to be delivered between the plan period 2011 to 2031. The Hugglescote and Donington le Heath Neighbourhood Plan was 'made' in November 2021 and therefore also forms part of the statutory development plan for this site.

The policies map accompanying the adopted local plan identifies the site as falling outside, but immediately adjacent, to the 'Limits to Development'. Essentially, the site falls within the 'designated countryside', where residential development will be resisted in principle at the present time. It might be noted that the policies map also identifies the site as falling within the 'Coalville Urban Area', which is a Principal Town within the adopted Local Plans settlement hierarchy. The adopted local plans spatial strategy is to direct most development towards the 'Coalville Urban Area'.

The Council is undertaking a review of the adopted local plan. Essentially, the review will outline the amount and distribution of new development within the District until the year 2040. At the time of writing in March 2024, the LPA is currently inviting comments between 5th February and 17th March 2024 regarding three consultation documents:

- 1. Proposed Policies for Consultation;
- 2. Proposed Housing & Employment Allocations for Consultation; and
- 3. Proposed Limits to Development

This consultation exercise builds upon matters consulted on between January and March 2022, covering several issues such as the distribution of housing and employment across the district, as well as more specific policy topics such as addressing climate change issues.

As part of the current consultation exercise, Draft Policy S1 identifies a housing requirement for North West Leicestershire District as 686 dwellings per annum ('dpa'); i.e. 13,720 dwellings over the plan period 2020 to 2040. While the site is not draft allocated, it is proposed that the Coalville Urban Area (incorporating Donington le Heath) continues at the top of the settlement hierarchy as the most sustainable settlement for growth, as shown in the table below.

Hierarchy Classification	Number of Dwellings - Draft Allocations
Principle Town	1,666
Key Service Centre	2,326
New settlement (Isley Woodhouse)	1,900
Local Service Centre	450
Sustainable Villages	334
Local Housing Needs Villages	0
Small villages or hamlets in the countryside	0
<b>TOTAL</b>	<b>6,676</b>

The Council’s spatial approach has been, and continues to focus growth towards the most sustainable settlements within the District. In this regard, it remains clear that the Coalville Urban Area (incorporating Donington le Heath) will remain a focal point of growth in the District over the plan period.

As the LPA will no doubt be aware, the emerging local plan will need to identify a range of ‘deliverable sites’ in sustainable locations for development across the District, including the Coaville Urban Area, which incorporates Donington le Heath.

The site itself is owned by Williams Homes and is capable of accommodating up to 50 dwellings, including a range of types, sizes and tenures. This will include homes for older householders, as well as smaller, lower cost dwellings, and an appropriate level of affordable housing for local people, all of which are priorities within the ‘made’ Neighbourhood Plan.

The site will also make provision for a significant amount of public open space and will include a complementary landscape scheme, which along with the retention of existing ecological features, will result in a net gain in biodiversity value.

Development of this site will also deliver significant economic benefits, including providing employment opportunities for local people during the construction phase.





# 3.0 Site Context



The Site, existing access off Richmond Road



## Site Description

The Site extends to approximately 3.3 hectares (8.15 acres) of open grassland adjoining Richmond Road to the north and new residential development to the east. The Site comprises two arable field parcels on the built edge of Donington le Heath.

The Site occupies a gentle north facing slope above the lower lying valley of the River Sence, and alongside the built edge of Donington le Heath. Housing lies opposite the Site on The Green behind an intervening triangular grazing field, and north of Richmond Road. New housing has recently been built on the eastern edge of the Site at Perkins Close.

There is dedicated and direct access to the Site off Richmond Road, comprising a field gate for agricultural use and a public right of way. The public right of way extends north to south through the Site, connecting Richmond Road to the fields to the south.

The Site rises from north to south by around 15m. A sharp valley (a disused railway line) with dense tree planting adjoins the Site's southern boundary, visually screening the Site from countryside to the south. A bridge spans across this valley connecting the Site to the fields to the south.

The Site is not within or adjacent to a conservation area or an area of outstanding natural beauty, and there are no listed buildings or heritage assets in the vicinity of the Site which would be harmed by proposed development.

Donington le Heath Conservation Area is located around 250m north of the Site and includes Manor House museum and gardens, consisting of Grade II and II\* Listed buildings. Given the intervening built form and landscaping, it is considered that appropriately located development on the Site would not cause adverse impact on the Conservation Area.

There is a derelict brick structure located in the north of the Site. It is understood that this structure carries no significance and can be demolished as part of development proposals.

Overhead power cables run along Richmond Road adjoining the Site's northern boundary.



View eastward of new residential development



PROW from Richmond Road through the Site



Derelict brick structure on site



PROW and farm access through the Site

# Landscape

A Review of Landscape Character and Visual Amenity has been prepared by FPCR to explore the landscape character and visual amenity of the Site.

The Review sets out the baseline analysis and from this sets out a series of design principles that can sensitively and appropriately guide development in this location from a landscape and visual perspective.

## Site Character

The Site occupies a gentle north facing valley slope above the lower lying valley of the River Sence and alongside the built edge of Donington le Heath. Housing lies opposite the Site on The Green and Richmond Road, and to the east at Perrins Close. The wider settlement of Donington le Heath lies to the north. To the south of the Site is a wooded corridor of a disused railway line, with woodland containing the Site from the wider landscape to the south.

The Site forms two sloping grazing fields. An established hedgerow forms part of the Site's northern boundary and there is mature tree cover around the southern perimeter. Whilst agricultural in character the Site's landscape character is influenced by the adjacent built-up area.

The Site and the wider landscape are not covered by any landscape quality designation at either a national or local level.

None of the Site is subject to any ecological designation, although hedges and trees within the Site are considered to be of local ecological value.

The Donington Le Heath Conservation Area lies to the north there is intervisibility to varying degrees between the Site and the Conservation Area.

It is considered that the landscape fabric of the Site and the local landscape is relatively intact, and, overall, in a fair condition. The Site's agricultural field and the surrounding landscape show no significant sign of degradation or dereliction. It is considered that the Site itself does not display any pronounced sense of scenic quality, nor any marked sense of tranquillity, wildness, or remoteness.

## Visual Amenity

Woodland cover to the south and west, the landform character of the Site itself and the built-up area of Donington le Heath create a relatively contained visual envelope. Views of the Site are generally limited to localised views from the landscape to the north and primarily from the built area of Donington le Heath up to Berry Hill. The Site, being on the valley slope, is visible from parts of Donington le Heath and is largely observed by these users within the context of the built-up area which provides the foreground view.

6.10 Given the Site's location alongside the residential edge there are opportunities for close range views for local residents on Richmond Road, The Green and Perkins Close. There are open and close-range views of the Site from that part of National Forest Way which runs through the Site with users having views of the wider area of Donington le Heath and filtered views across to Hugglescote.

## Landscape Approach

As part of any potential planning application, appropriate design and mitigation measures would be adopted as part of the masterplanning process. This would ensure that the location and layout of built uses are sensitively assimilated and set within a green infrastructure framework of existing and new landscape habitats, so that the impact and effects on landscape and visual receptors are minimised.

Mitigation measures, such as new planting, can be delivered to sensitively and sympathetically integrate new development into the landscape. At the same time, development can deliver green infrastructure, which can provide landscape and biodiversity benefits as well as improvements for recreation and health and well-being, and adaption to climate change.

Through an analysis of landscape and visual resources, and subject to a sensitively designed 'landscape led' Masterplan -which follows the above landscape principles - it is considered that the Site and the local landscape is tolerant of change and has capacity to absorb well-designed and well-planned development without giving rise to any unacceptable long-term harm on landscape character and visual amenity.

The following is a series of overarching principles for development, which can be developed further through the masterplanning and design process for future detailed planning proposals.

- 1. Adopt a 'landscape led' ground up approach to Masterplanning.**
- 2. To minimise impacts and adverse effects upon landscape character and visual amenity by establishing a green infrastructure framework, within which built development can be accommodated and which would assist in assimilating development into the landscape. This includes retaining the Site's hedges and trees and introducing new habitats (e.g., native trees, species rich hedgerows, ponds, drainage features, and grassland). This would provide long term enhancements for on-site landscape character as well as biodiversity gains.**
- 3. The use of new planting, specifically around the perimeter of the Site will assist in filtering and 'softening' views of built development from localised visual receptors (e.g. the residential area of Donington le Heath)**
- 4. Locate built development within the eastern part of the Site close to the existing built edge at Perkins Close, so that development forms a logical extension to the settlement. Development would be observed within the context and backdrop of the existing built form with surrounding existing trees and hedges to the north and south – which should be reinforced with new planting- assisting in sensitively integrating development into the landscape.**
- 5. Green space and new habitat creation should be located around the built development and within the remainder of the Site to the west. This will assist with the National Forest requirements (planting and habitat creation) as well as providing opportunities for accessible green space.**
- 6. Retain the route of the National Forest way and ensure that there continue to be the opportunities for open views across the landscape to Donington le Heath.**
- 7. The layout should adopt a responsive built design of well-designed locally distinct homes and buildings in terms of scale, height, form, materials and colours with new buildings set within attractive interconnected landscaped streets and spaces.**

# Transport

## Access

Proposed access arrangements have been prepared by M-EC and set out on the following page.

The site would be accessed off Richmond Road via a new priority-controlled T-junction. The access design would be in accordance with the Leicestershire Design Guide at 5.5m wide with 2.0m wide footways provided on either side of the carriageway where required. Visibility splays of 2.4m x 43m are based on the subject speed limit of 30mph. Speed surveys will be completed as part of future detailed proposals.

As part of the access strategy, improvements to existing pedestrian facilities would be provided. This would include new footway provision along the southern side of Richmond Road/The Green to a new uncontrolled crossing point. A connection into the new residential development area to the east could also be explored.

## Sustainable Transport

The majority of Donington le Heath can be reached within an 800m walking distance. Hugglescote village centre can be reached within a 1200m walk distance and the majority of Ellistown, and south of Coalville is accessible via a 2000m walk distance.

Within the 1,000m walk distance the following local amenities are available:

- Donington Arms pub
- Millfield Recreation Ground
- Hugglescote Scout Hut
- Co-Op Food
- Hugglescoate Community School
- China Chef Takeaway

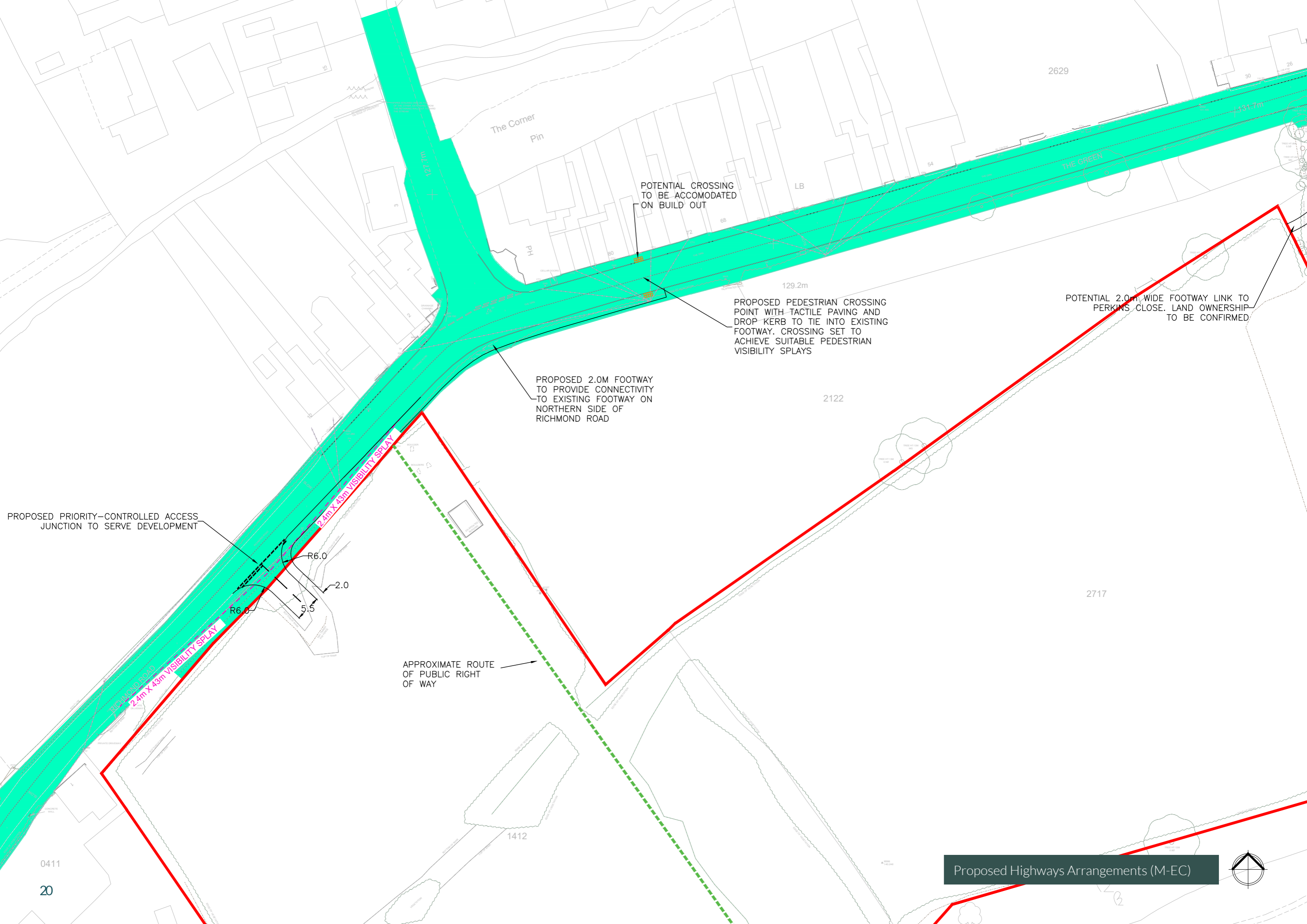
The wider area of Coalville is accessible within a 5km cycle distance; neighbouring villages Ellistown, Ibstock, Heather, Ravenstone, Bagworth, Swannington and Whitwick can also be accessed within this distance. An 8km cycle distance allows for access to local villages Stanton under Bardon, Thornton, Nailstone, Barlestone, Barton in the Beans, Odstone, Newton Burgoland, Swebstone, Normanton le Heath, Packington, Coleorton, Griffydam and Thringstone.

The closest bus stops are located approximately 400m north east from the site and provide access to services 15, 28 and 124 which provide travel to Ibstock, and Leicester on a frequent basis.

## Local Highway Network Capacity

Observations carried out by M-EC during peak periods on the local highway network did not indicate that there are any significant capacity issues in the vicinity of the site. At planning application stage, capacity assessments will be carried out as part of the Transport Assessment at key junctions in the vicinity of the site, and mitigation proposed where required.





POTENTIAL CROSSING TO BE ACCOMMODATED ON BUILD OUT

PROPOSED PEDESTRIAN CROSSING POINT WITH TACTILE PAVING AND DROP KERB TO TIE INTO EXISTING FOOTWAY. CROSSING SET TO ACHIEVE SUITABLE PEDESTRIAN VISIBILITY SPLAYS

POTENTIAL 2.0m WIDE FOOTWAY LINK TO PERKINS CLOSE. LAND OWNERSHIP TO BE CONFIRMED

PROPOSED 2.0M FOOTWAY TO PROVIDE CONNECTIVITY TO EXISTING FOOTWAY ON NORTHERN SIDE OF RICHMOND ROAD

PROPOSED PRIORITY-CONTROLLED ACCESS JUNCTION TO SERVE DEVELOPMENT

APPROXIMATE ROUTE OF PUBLIC RIGHT OF WAY







Existing field access & PROW off Richmond Road



Pedestrian access to the east



Richmond Road



PROW & bridge field access to the south

# Flood Risk

An assessment of flood risk for the site has been undertaken:

## Fluvial

The latest Environment Agency (EA) mapping shows the site is located wholly within Flood Zone 1.

## Surface Water

The latest EA mapping shows the site is designated to be at very low risk from surface water flooding. While Richmond Road has areas between very low to high risk from surface water flooding.

## Groundwater

The North Leicestershire Strategic Flood Risk Assessment (SFRA) indicates the site is at low risk of groundwater flooding.

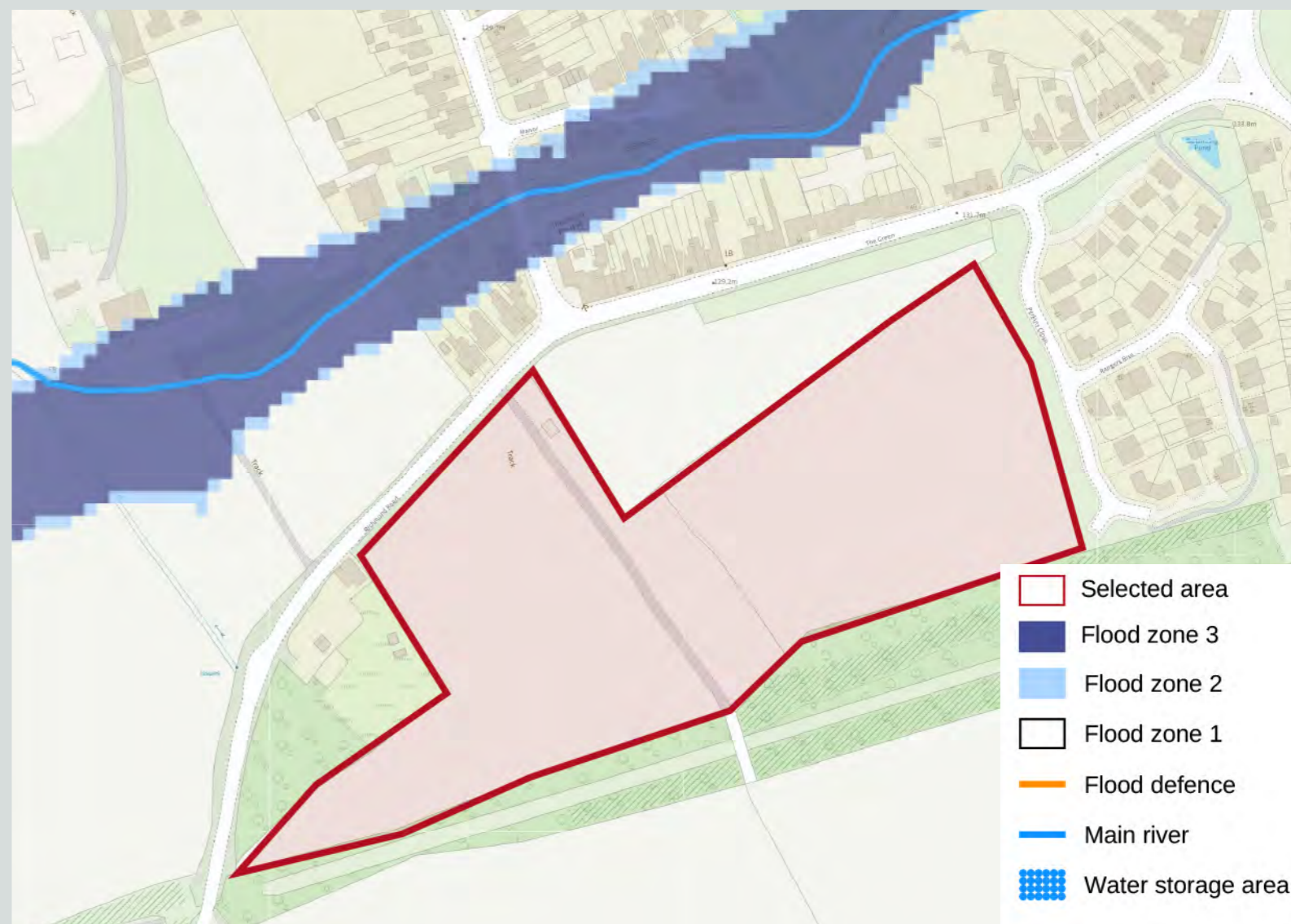
## Sewer

There is no history of sewer flooding within the site.

## Artificial

The latest EA mapping indicates the site is at very low risk of reservoir flooding. No canals or other artificial water bodies are located close to the site.

The proposed residential development falls under the 'more vulnerable' land use category. A sequential approach to design has been taken with all development located in Flood Zone 1 and outside areas of surface water risk. Development proposals are therefore sequentially acceptable and in accordance with the NPPF.



Flood mapping (Environment Agency)

# Drainage

## Surface Water Drainage

Surface water arising from developed sites should, as far as practical, be managed in a sustainable manner to mimic the surface water flows arising from the undeveloped site. When considering the surface water discharge the SuDS hierarchy needs to be adhered to.

Information published by the British Geological Survey (BGS) indicates that southern areas of the site are underlain by superficial glaciofluvial sand and gravel deposits. Bedrock Triassic mudstone strata of the Radcliffe Member underlie the superficial deposits and directly underlie northern areas of the site. The Triassic strata overlie the productive coal measures strata. Soakage testing, to BRE365 standards, will be undertaken in due course however at this stage it is not considered a viable outfall option of surface water for the site.

The closest designated main river is the River Sense which is located approximately 80m to the north of the site. However, a direct connection to the River Sense would cross third-party land. The closest watercourse is an existing ditch network located approximately 65m east of the site, which outfalls into the River Sense. A connection into the existing ditch would not cross third-party land. In accordance with the drainage hierarchy surface water will discharge into the ditch network to the south of the site.

Existing greenfield runoff conditions for the development option have been calculated using the IH124 method within the HR Wallingford greenfield runoff rate estimation tool. The QBAR rate for the impermeable area of 1.583ha, results in a QBAR of 7.7l/s.

A storage volume of approximately 1351.63m<sup>3</sup> is required for all events up to the 1 in 100-year return period with a 40% climate change allowance. Surface water flows will be conveyed across the site using a combination of swales and sewers to an attenuation basin and geo-cellular tank. This basin will outfall to the existing ditch network located approximately 65m east of the site via gravity.

Suitable levels of treatment will be provided for as part of the proposals and in line SuDS Manual CIRIA document C753. Suitable levels of treatment will be included within the basins as well as the provision of swales, rain gardens and permeable paving across the development area.

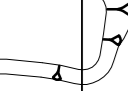
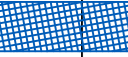

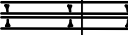


## Foul Water Drainage

Sewer records obtained from Severn Trent Water show there is an existing 225mm combined sewer directly in front of the site within Richmond Road. Given the site levels, foul water can discharge via gravity into the 225mm combined sewer, subject to a formal Section 106 agreement. The foul drainage strategy for the site will need to be formally agreed upon with Severn Trent Water in due course.

The peak foul flow rate arising as a result of the development was estimated as, approximately, 3.5l/s – assuming a foul load rate of 0.05 l/s/dwelling.

Further investigations into the condition and depths of the existing combined sewer is required in due course.



- KEY**
- SITE BOUNDARY
  - PROPOSED SURFACE WATER SEWER NETWORK
  - PROPOSED FOUL WATER SEWER NETWORK
  - - - EXISTING COMBINED WATER SEWER NETWORK
  - - - EXISTING SURFACE COMBINED WATER SEWER NETWORK
  - EXISTING DITCH NETWORK
  - CULVERTED DITCH NETWORK
  - RIVER SENCE
  - PUBLIC RIGHT IF WAY
- 
-  ATTENUATION BASIN
  -  GEO-CELLULAR TANK
  -  PROPOSED CONNECTION PIPE BETWEEN ATTENUATION BASIN AND TANK
  -  PROPOSED SWALE
  -  DIRECTIONAL ARROWS
  -  OVERLAND FLOW ARROWS

PROPOSED FOUL OUTFALL INTO EXISTING COMBINED SEWER VIA GRAVITY A RATE OF 3.5l/s SUBJECT TO SEVERN TRENT WATER. EXACT CONNECTION TO BE CONFIRMED

FURTHER INVESTIGATION INTO EXISTING COMBINED NETWORK REQUIRE DUE TO DISCREPANCIES WITHIN THE SEWER RECORDS.

**HYDRO-BRAKE OUTFLOW CONTROL**  
 INVERT LEVEL = 126.826m  
 DESIGN FLOW = 7.7l/s  
 DESIGN HEAD = 1.027m

AREA OF GROUND WILL NEED TO BE RAISED TO ALLOW FOR ENOUGH COVER FOR THE PROPOSED GEO-CELLULAR TANK.

SWALE TO CONVEY OVERLAND FLOWS INTO THE PROPOSED ATTENUATION BASINS

FURTHER INVESTIGATION REQUIRED TO CONFIRM THE LEVELS OF THE EXISTING WATERCOURSE.  
 PROPOSED WATERCOURSE  
 CL - 127.500m  
 IL - 126.500m

SURFACE WATER FLOWS TO DISCHARGE VIA GRAVITY INTO AN EXISTING WATERCOURSE (CONNECTION TO CULVERT WITHIN HIGHWAY BOUNDARY) WHICH OUTFALLS INTO THE RIVER SENCE

SWALE TO CONVEY OVERLAND FLOWS INTO THE PROPOSED ATTENUATION BASINS

**ATTENUATION DETAILS**  
 DESIGN BASED ON AN IMPERMEABLE AREA OF 1.583ha. A 10% ALLOWANCE HAS BEEN INCLUDE FOR URBAN CREEP

**ATTENUATION BASIN**  
 COVER LEVEL = 128.153m  
 INVERT LEVEL = 126.853m  
 MAX DEPTH OF WATER = 0.999m  
 MINIMUM FREEBOARD = 0.301m  
 PLAN AREA = 1074.4m<sup>2</sup>

**GEO-CELLULAR TANK**  
 COVER LEVEL = 128.253m  
 TOP OF TANK = 127.653m  
 INVERT OF TANK = 126.853m  
 DEPTH OF TANK = 0.80m  
 COVER DEPTH = 0.60m  
 PLAN AREA = 732m<sup>2</sup>

A TOTAL STORAGE VOLUME OF 1351.63m<sup>3</sup> IS REQUIRED TO ACCOMMODATE FOR ALL STORM EVENTS UP TO AND INCLUDING THE 1%AEP40CC.

A MINIMUM OF A 3m EASEMENT IS NEEDED FROM THE ATTENUATION BASIN TO ANY PROPOSED BUILDINGS TO PROVIDE MAINTENANCE ACCESS.

Proposed drainage strategy (M-EC)

## Ecology

An ecology and biodiversity technical note was carried out by FPCR. This provides the following conclusions:

- Due to the close proximity and hydrological link from the Site to the River Sence via a ditch, it is recommended that a sensitive drainage system is incorporated into any proposals to minimise pollution.
- The woodland to the south may be at risk of pollution from work on-site. It is recommended that protection measures for the river, retained on-site habitats, and habitats adjacent to the Site are outlined within a Construction and Environmental Management Plan (CEMP).
- Habitats within the site are likely to be used by a range of wildlife and a number of surveys are likely to be required to support a planning application. However, at this stage given the works that have been completed locally, which highlight the species most at risk of being present and affected, relatively high levels of confidence can be given for the value of the site and effectiveness of mitigation measures to accommodate those species most likely to be present.
- Recommendations for proposals at the Site include the retention of existing linear features where possible. The scrub and grassland habitats are all of medium distinctiveness and may pose a constraint with regards to achieving the required 10% net gain on-site and should be retained where possible.
- **Following the survey of the Site it is considered likely that the development of the site could be completed in line with current national and local policy. Similarly, the baseline ecological interest of the site and local area is relatively well understood and of all of the species/taxa of interest considered likely to occur, all could be accommodated through the incorporation of a range of standard mitigation measures and habitat enhancement.**



## Archaeology

An archaeological survey has been carried out by Marrons for the Site. This considers likely human activity that may have taken place within the Site, its archaeological interest, the potential for the presence and survival of archaeological remains, and the likely impact of the proposed development upon any archaeological remains.

Given the evidence available, there is a low potential for the Site to contain remains of archaeological interest.

If found, archaeological remains are most likely to be associated with late Medieval and post-Medieval agricultural regimes, the study of which would be of limited evidential value in relation to current research agenda.

Based on the available evidence, the archaeological potential of the Site is not a constraint to its future development.



1838 Tithe Map



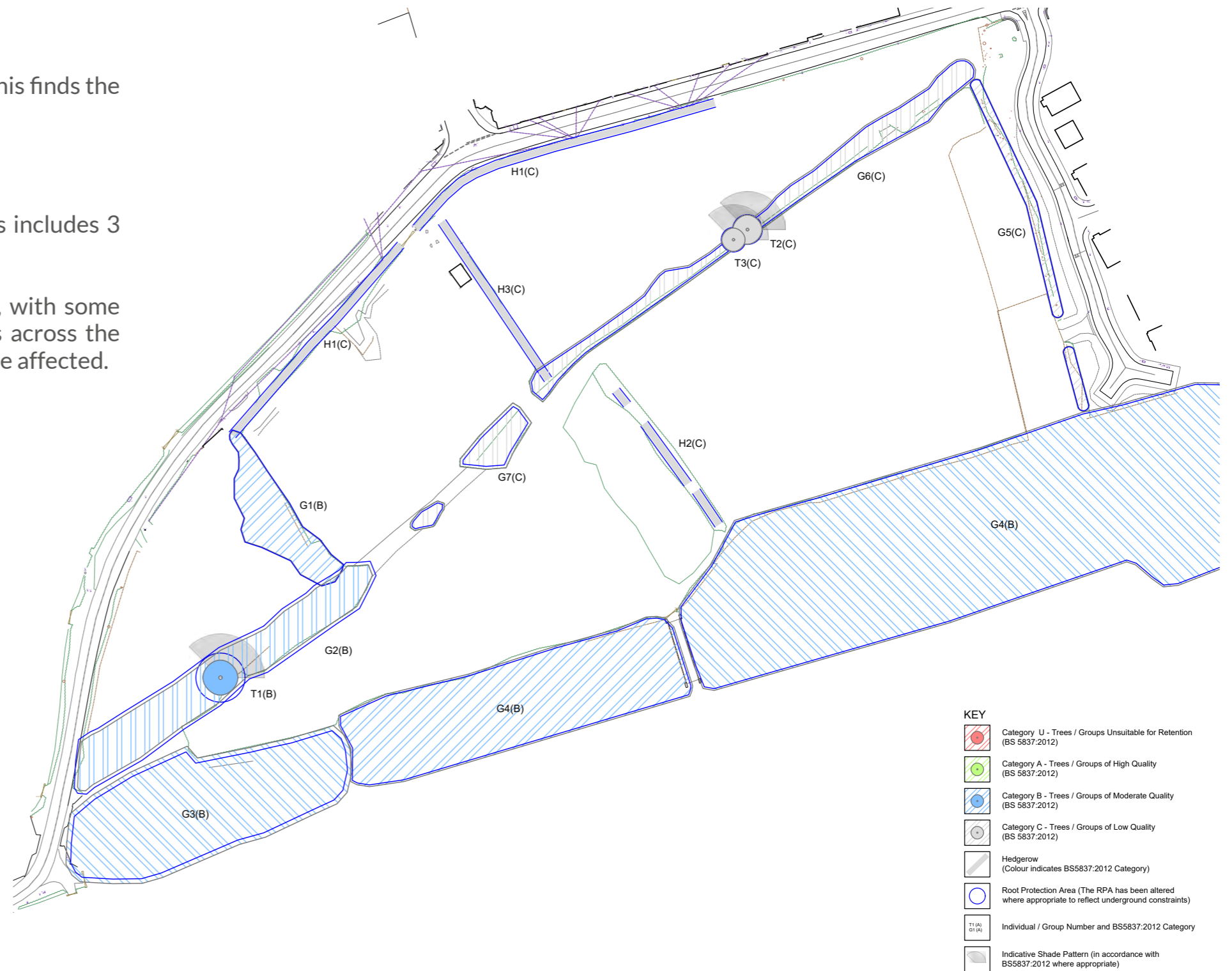
1884 OS Map

# Arboricultural

A Tree Survey has been carried out by FPCR for the Site. This finds the following:

- There are no Category A trees or tree groups;
- 1 category B tree and 4 category B tree groups;
- 2 category C trees and 6 category C tree groups - this includes 3 hedgerows.

Tree groups and hedgerows are retained where possible, with some removal likely to be required to provide vehicular access across the Site. As part of this, no category B tree or tree groups will be affected.



Arboricultural Survey (FPCR)

# 4.0 Opportunities & Considerations



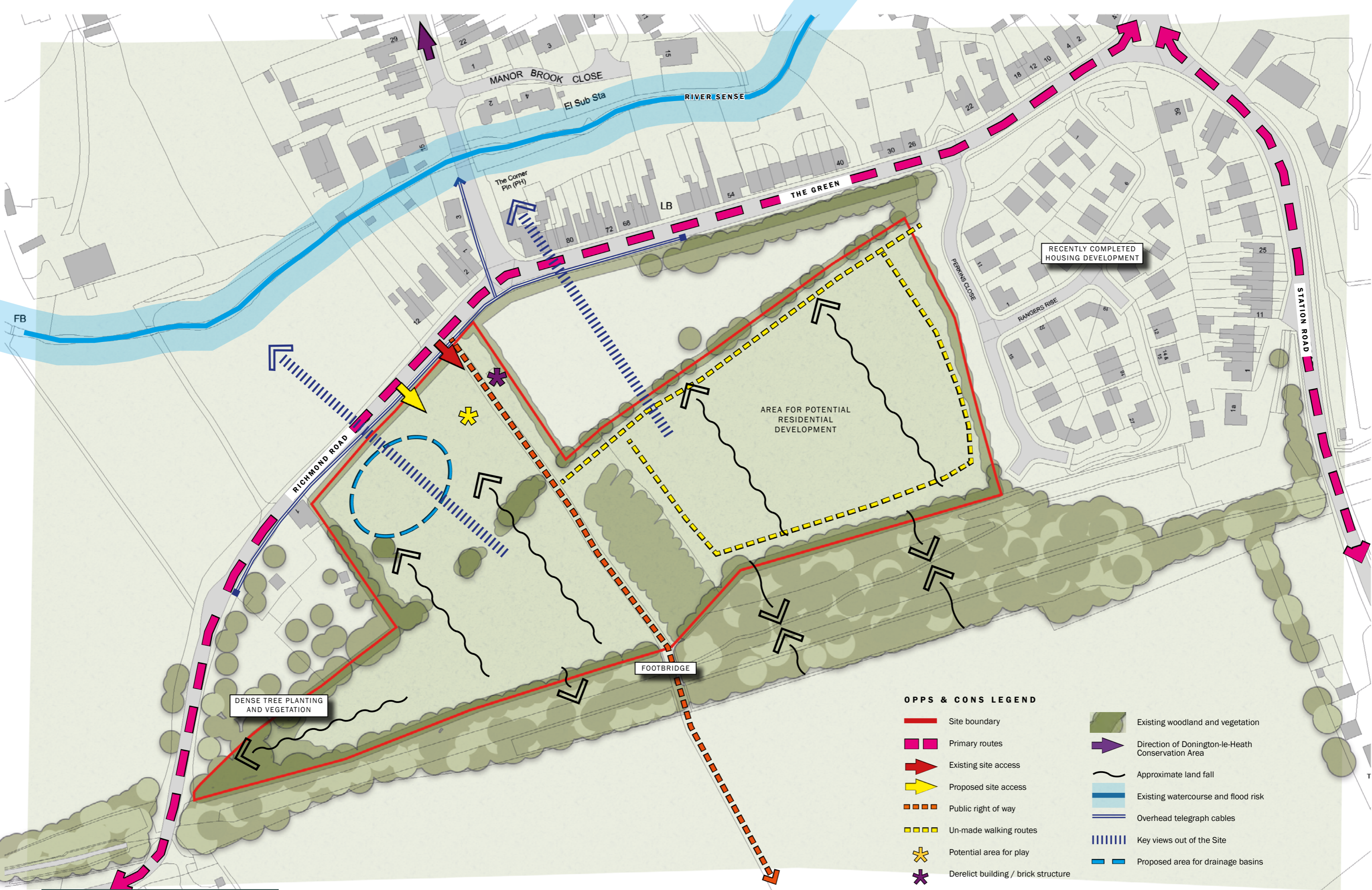


### Key Considerations to development:

- 3.3 hectares / 8.15 acres of open grassland across two field parcels to the south of Donington le Heath, access via field gate off Richmond Road;
- Potential new vehicular access off Richmond Road via a new priority junction;
- Enhancement of the existing PROW and improving its setting, usability and relationship to the local footpath network;
- The Site slopes gently up from north to south;
- New pedestrian and cycle permeability through the Site;
- There is a strong network of existing trees and hedgerows across the Site, to be retained and enhanced where possible, with any loss of hedgerow replaced and enhanced with new hedgerow planting, strengthening existing habitats and green networks;
- Potential views in and out of the Site to the north-west requiring a considered design response;
- Existing derelict brick structure on site to be demolished;
- Overhead power cables across the northern boundary with Richmond Road;
- Opportunity to provide new sustainable drainage features, which could be in the form of planted attenuation basins, managing surface water run off and providing ecological and amenity benefits.
- The site has no ownership constraints, with the site under the control of Williams Builders Ltd.

Delivery of residential development on the Site can bring forward opportunities for new green infrastructure, recreation provision and biodiversity improvements.

There are no known physical or technical constraints which would prevent development from taking place on the site where indicated.



**OPPS & CONS LEGEND**

- Site boundary
- Primary routes
- ➔ Existing site access
- ➔ Proposed site access
- Public right of way
- Un-made walking routes
- ✳ Potential area for play
- ✳ Derelict building / brick structure
- Existing woodland and vegetation
- ➔ Direction of Donington-le-Heath Conservation Area
- Approximate land fall
- Existing watercourse and flood risk
- Overhead telegraph cables
- Key views out of the Site
- Proposed area for drainage basins



# 5.0 Development Vision

## Concept Framework Plan

The concept framework plan on the following page illustrates how the Site is proposed to be developed, taking into account the site assessment work undertaken to date.

### Proposals could delivery:

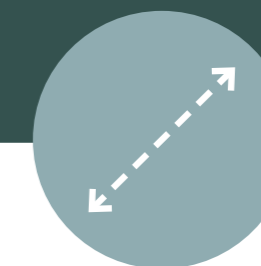
- Provision for approximately 1.44 hectares gross net developable area for residential development within a new and enhanced landscaped setting;
- Development located wholly within the eastern parcel to ensure minimal impact on views from the north and to articulate the development as a logical extension of existing development;
- A dedicated vehicular access proposed off Richmond Road;
- Dedicated routes through the development, including an enhanced setting for the existing PROW and connectivity to residential development to the east, allowing for high quality pedestrian and cyclist permeability;
- Provision of outward-facing development parcels ensuring visual interest and high levels of natural surveillance of the public realm;
- The northern portion of the Site to be designed with sustainable drainage features in a landscaped setting;
- Provision for a dedicated local area of play within the landscaped public open space to the north of the Site;
- The western portion of the site to be designed as a natural green space and a multifunctional area for biodiversity and recreational benefits. This could include new species rich grassland (wildflower meadows), informal paths and a series of tree groups, woodland edge (scrub) and individual trees. This would create a naturalistic area of green space to assist with biodiversity gains and informal recreation.
- New planting, together with hedges and trees on edge of the built development to reinforce the existing landscape fabric of trees and hedges. Planting would create series of overlapping screening effects to 'soften' views of new development when viewed from Donington le Heath and from the local footpaths.
- Compliance with current biodiversity net gain legislation, through enhancing biodiversity on site and offsetting mitigation measures as necessary; and
- New dwellings to be of a design and style in-keeping with the local area's urban form, materiality and local character.



Landscape-led















High Quality



Green & Connected

**LEGEND**

-  Site boundary
-  Proposed site access
-  Primary vehicular routes
-  Secondary vehicular routes - Shared Surface
-  Private Driveways
-  Existing Public Right of Way (re-routed)
-  New footway and crossing point
-  Non-designated pedestrian routes
-  Play area (LAP)
-  Proposed SUDs basin
-  Residential development parcels
-  Proposed and enhanced tree and hedgerow planting



# 6.0 Summary



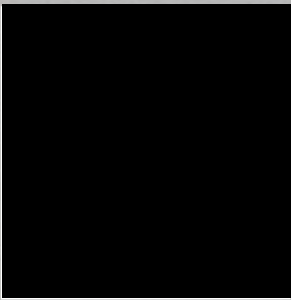
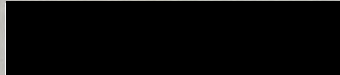
**up to 50 new homes**  
a new neighbourhood for  
modern family living

**public open space**  
green space for people to  
enjoy, enhancing landscape  
and ecological benefits  
reflective of the Site's location

**sustainable and connected**  
pedestrian permeability  
including enhanced public  
routes

 Marrons





15<sup>h</sup> March 2024

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

Dear Sir,

My family own a house [REDACTED], Diseworth and I am very concerned about the over development around the village that you wish to include in the new Local Plan. Diseworth is one of the most picturesque village in the area and sits in an attractive setting of woods and farmland that extend east to Melbourne and south to Belton. It enjoys far reaching views to the Charnwood Forest. The land slopes downhill from the airport to the south with Diseworth situated towards the bottom of the hill around a stream. It contains many listed buildings and retains the old Saxon street names – Ladygate and Hallgate. However it has been under pressure in recent years from development from the M1 and East Midlands Airport.

**EAST MIDLANDS FREEPORT 6.3-6.10**


- 1 This site is far too close to Diseworth village and will dominate it being uphill from the village. Consideration was given to provide space when the M1, M42 and HS2 were planned.
- 2 It is on a massive scale and the Freeport warehousing will provide a vision of ugliness for miles around.
- 3 Development of the site will cause flooding in Diseworth – our family house has the stream going through the bottom of the garden.
- 4 The road A453 is single carriage and undulating and not suitable for the amount of traffic this Freeport site will produce.
- 5 There will be noise and light pollution that no village should have to endure.
- 6 There will be extra traffic through the village both for the construction and when it is in operation.

**NEW SETTLEMENT – ISLEY WOODHOUSE 4.101 – 4.116**

- 1 This again is a vast development with not enough separation from Diseworth.
- 2 It will cause noise and light pollution to Diseworth.
- 3 The A453 is not suitable for the amount of traffic such a development will produce.
- 4 The site is undulating and not idea for housing and will be seen as a sprawl especially from the protected site of the Charnwood Forest.
- 5 The houses are not needed as there is full employment in the area. The houses are needed nearer Leicester and that is where they should put.
- 6 There will be a lot of commuting to areas where there are actual jobs and that will put pressure on the road network and the environment.

The Freeport should be sited north along the the M1 corridor, along the A50 – one of the sites is to be at Junction 4 of the A50, along the A453 Remembrance Way or south of the Kegworth bypass. There are therefore plenty of other far more suitable sites.

Yours faithfully



Alastair Hutchinson

Date: 15 March 2024  
Our ref: 463293  
Your ref: none



planning.policy@nwleicestershire.gov.uk

**BY EMAIL ONLY**

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

Dear Sir/Madam

## **North West Leicestershire Local Plan – Regulation 18 Consultation**

Thank you for your consultation on the above dated 02 February 2024 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

### **1. Proposed Policies Document**

Natural England has the following comments on the proposed policies document:

#### **Vision**

We presume that the intention is to provide a specific vision for the Local Plan. We advise that the Plan should include the natural environment in its long-term vision and objectives for the plan area. These should be based on local characteristics and circumstances and include locally specific goals for nature recovery and enhancement, supported by the policies and proposals in the plan.

#### **Objectives**

Natural England generally welcomes the objectives but reiterate some of the comments we made in our previous response to the Development Strategy Options and Policy Options (Regulation 18) Consultation in February 2022:

Objective 4 - we advise that the role of Green Infrastructure (GI) should be mentioned within this objective, encompassing opportunities to create green links, enhance Public Rights of Way and public access to nature and the countryside.

Objective 7 – we suggest that the importance of nature-based solutions should be referenced within this objective for climate change mitigation.

Support 9 – We advise that inclusion of wording regarding enhancing habitat connectivity and/or contributing to the wider Nature Recovery Network, a key part of the government's 25-year environment plan, would be beneficial here. We also suggest that another notable area which could be mentioned is the River Mease SAC, due to its European designation. We also suggest that Green Infrastructure should also be mentioned within this objective.

#### **Policy AP1 – Design of New Development (Strategic Policy)**

Natural England suggests that reference should be made within this policy to the [Natural England Green Infrastructure Planning and Design Guide 2023](#) which provides evidence based practical guidance on how to plan and design good green infrastructure. It complements the National Model Design Code and National Design Guide and can be used to help planners and designers develop local design guides and codes with multifunctional green infrastructure at the heart. This will help to inspire the creation of healthier, nature-rich, climate resilient and thriving places to live, learn, work and play. We suggest that the GI design guide should be included in the list of supporting evidence.

### **Draft Policy AP3 – Renewable Energy (Strategic Policy)**

Natural England welcomes bullet point b regarding the protection of landscape character but we also suggest that there should be an additional point stating that there should be no unacceptable impact on biodiversity, wildlife or nature conservation designations.

We welcome the inclusion in point 5 of this policy of the protection of Best and Most Versatile (BMV) agricultural land.

### **Policy AP4 – Reducing Carbon Emissions (Strategic Policy)**

Natural England notes that climate change is mentioned in a number of policies throughout this document and agrees that it should be a core thread that runs throughout the Plan. We recommend however that the Plan should include positive policy wording to address climate change mitigation and adaptation which recognise that biodiversity loss and climate change are interlinked. We emphasise that Climate Change policies should include policy guidance on “Nature-Based Solutions” which can play an important role in aiding climate change adaptation. Nature based solutions are measures such as green roofs and walls, street trees, SuDS, and the planting of wetlands and woodlands. This approach also includes the creation of a better linked habitat network by conserving, creating, or enlarging existing habitats which will build up resilience to climate change at a landscape scale. The policy wording should also recognise the important role of Green Infrastructure in climate change mitigation and adaptation.

The policy should also set out how development (and associated provision for onsite nature enhancement /landscaping etc.) will be climate resilient and address climate impacts upon protected sites, species and habitats.

There should also be a reference to policy AP8 to encourage sustainable drainage and water sensitive design to manage water on site as part of climate change adaptation.

### **Draft Policy AP5 – Health and Wellbeing (Strategic Policy)**

Natural England welcomes this policy however we suggest that it could also include the importance of contact with nature. We are pleased to note that blue and green infrastructure has been included under point (d) but suggest that this could be expanded explain further about the health benefits of good access to high quality green space. Green and blue spaces can have a positive impact on preventing health issues through providing opportunities for more active and healthy lives. GI can also supply other health benefits by helping to address some of the environmental causes of poor health, such as poor air quality, by filtering particulates, and reducing urban summer temperatures by cooling the air. Green Infrastructure should:

- Maximise health and wellbeing outcomes particularly in deprived areas and for disadvantaged groups.
- Address issues of inequality in access to quality natural greenspace and routes.
- Be managed to deliver indirect benefits such as urban cooling, noise reduction, flood risk management and air quality improvements which can improve health outcomes.
- Cross referencing with Natural England’s Green Infrastructure Framework, and with other policies in the plan concerning Open Space and Green Infrastructure. We advise that emphasis should be included on the benefits that access to nature can bring to both physical and mental health through enabling meaningful people-nature connections.

- Green Infrastructure policy needs to ensure that health and wellbeing outcomes are being maximised for all; the policy should address unequal access to natural green space and the needs of different user groups.
- Linkages should be made between urban areas and surrounding countryside to improve access to nature for all e.g. improved Public Rights of Way (PRoW), access by public transport and active travel routes.
- Enabling access to nature for the mental and physical health benefits by building in the green in 15 target i.e. everyone has access to a variety of good quality green and blue spaces within fifteen minutes' walk of their home. This aligns with the GI Standard S2: Accessible Greenspace Standard and also the Environment Improvement Plan (EIP) Goal 10: Enhancing beauty, heritage and engagement with the natural environment.

### **Draft Policy AP8 – Sustainable Drainage Systems**

Natural England welcomes this policy. We agree that a multi-functional approach to SuDS should be encouraged and take opportunities to incorporate features that enhance and maintain biodiversity as part of a coherent green and blue infrastructure approach. GI reduces flood risk, improves water quality and natural filtration, helps maintain the natural water cycle and sustainable drainage at local and catchment scales, reducing pressures on the water environment and infrastructure, bringing amenity, biodiversity, economic and other benefits.

Guidance on sustainable drainage systems, including the design criteria, can be found in the [CIRIA SuDS Manual \(2015\) C753](#).

### **Draft Policy Ec8 – East Midlands Airport**

Natural England advise that both Green Infrastructure and Biodiversity Net Gain (BNG) should be considered at the earliest stages of the planning process for this development. Wider connections including cross boundary links should be considered with other developments in this northern part of the District.

### **Draft Policy Ec11– Donington Park Circuit**

Any additional development proposals on this site should consider if it is likely to have an adverse effect on the Donington Park SSSI. Mitigation strategies provided to reduce adverse impacts on SSSIs should offer positive opportunities for nature and should be set out in sufficient detail to ensure their long-term protection and enhancement.

### **Policy IF3 - Green and Blue infrastructure (Strategic Policy)**

Natural England welcomes the reference at paragraph 9.20 to North West Leicestershire's Green Infrastructure Study and the identification of sites where GI could potentially be delivered. We are also pleased that Green Infrastructure is referenced throughout the Plan as set out in paragraph 9.23.

We recommend that there should be reference to Natural England's Green Infrastructure Framework: Principles & Standards ([Green Infrastructure Home \(naturalengland.org.uk\)](https://www.naturalengland.org.uk)) in the policy wording and further explained in the accompanying text.

Local Planning Authorities can apply the National GI Standards locally that will help deliver good GI networks for people and nature and you may consider doing this within the local plan. These include: Accessible Greenspace, Urban Nature Recovery, Urban Greening Factor, Urban Tree Canopy Cover, as well as strategic Sustainable Urban Drainage (SuDS). These standards can provide the output measures so that developers have certainty over what green infrastructure is needed on site. They can be included as site specific and area-based requirements in site allocation policies. To help the GI standards to be delivered local authorities should set green infrastructure targets. These should include delivery levels over time. For instance, the % of people having good quality publicly accessible greenspaces within 15 minutes' walk from home by 2030.

Please note our comments on Policy AP5 – Health and Wellbeing and you may want to incorporate or cross-reference these health aspects within this GI policy.

## **Draft Policy IF4 – Open space, Sport and Recreation Facilities (Strategic Policy)**

Natural England welcomes and notes that there is a strong link to the Green Infrastructure Policy (IF3). We suggest you may want to refer to Natural England's [Natural England's Accessible Greenspace Standards](#) (which replaces the ANGSt standards) to determine open space needs based on size, proximity capacity and quality. The Environmental Improvement Plan has highlighted an initial focus on access to green and blue spaces within 15 minutes' walk from home and this should be a consideration in this policy and IF3.

Opportunities to enhance the biodiversity value of parks, playing fields and other open spaces using Biodiversity Net Gain units should be considered.

## **Draft Policy IF5: Transport Infrastructure and New Development**

Natural England support sustainable transport and suggests that there is a link to a Climate Change policy including the encouragement of cycling and walking. We also suggest that there is a strong link to Green Infrastructure, for example cycle and pedestrian routes could incorporate verges or boundaries of natural habitat and street trees to connect to other habitats and green spaces.

## **Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)**

Natural England welcomes this policy and the comprehensive guidance it includes in both the policy wording and the accompanying text. However, we have the following comments:

10.29 Just to note that the wording would need to be updated to reflect the introduction of mandatory net gain on 12<sup>th</sup> February 2024.

10.30 Since BNG has become mandatory the metric will be known as the Statutory Biodiversity Metric.

10.32 We are pleased to note the join up across different policies that enhancing biodiversity has many benefits including health & wellbeing, creating attractive places and climate change mitigation.

We advise that the policy provides an explanation of the Local Nature Recovery Strategy (LNRS) for Leicestershire & Rutland as it develops. The Nature Recovery Network is a major commitment in the UK Government's 25-Year Environment Plan and intends to improve, expand and connect habitats to address wildlife decline and provide wider environmental benefits for people. LNRS is required under the Environment Act and will inform future Local Plans. Statutory guidance on alignment between Local Plans and LNRS is anticipated as part of the Governments work on planning reform. LNRS will guide BNG off site units where they can be most effective for ecological connectivity.

As well as this policy there should be a clear strategy for BNG delivery within allocated sites for development.

## **Policy En2 – River Mease Special Area of Conservation (Strategic Policy)**

The presence of Nutrient Neutrality advice does not preclude development from progressing within the catchment, nor from developments being allocated within the local plan. However, the local plan must include a 'safeguarding' policy requiring all development to demonstrate that it will not cause an adverse effect on the SAC, i.e. via demonstrating Nutrient Neutrality. It should also be noted that Nutrient Neutrality is a methodology to avoid nutrient impacts upon habitats sites; not a legal requirement, hence wording should focus on avoiding an adverse effect on sites via nutrient enrichment, rather than 'achieving nutrient neutrality' although in many cases the two are similar.

In addition, your authority will need to assess the impact of the plan under the Habitats Regulations, i.e. undertake a plan level HRA. This HRA must consider whether allocated development, and required mitigation measures, would compromise the ability to restore the site to favourable condition (i.e. undermine the conservation objectives of the site). To ensure mitigation for all allocated development within the catchment is deliverable and will not undermine the conservation objectives of the SAC, Natural England would advise your authority to calculate an overall nutrient budget for all allocations within the River Mease catchment as part of the local plan process. This, along with the ongoing work on a mitigation scheme, the pump-out scheme and any other

restoration work in the catchment should be considered within the HRA with regard to the implementation of the plan undermining the conservation objectives of the SAC.

**Please see the following amendments to the policy wording and explanatory text (Additions in Red):**

### **Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)**

**10.34** *Special Areas of Conservation (SACs) are areas which have been given special protection, initially under the European Union's Habitats Directive and latterly by virtue of the 134 Conservation of Habitats and Species Regulations 2017 (as amended – often referred to as the Habitats Regulations). SACs provide protection to a variety of wild animals, plants and habitats and are a vital part of global efforts to conserve the world's biodiversity.*

**10.35** *The River Mease SAC includes the River Mease and its tributaries, parts of which are in North West Leicestershire (although it encompasses parts of Staffordshire and Derbyshire as well). The North West Leicestershire parishes wholly located within the River Mease catchment include Ashby Woulds, Oakthorpe and Donisthorpe, Chilcote, Stretton en le Field, Appleby, Measham, Packington and Snarestone. Ashby Town, Coleorton, Heather, Normanton le Heath, Ravenstone and Sweptstone are partly located within the catchment.*

**10.36** *The SAC is also a Site of Special Scientific Interest (SSSI). Survey work carried out by the Environment Agency revealed that the quality of the water in the river was poor, mainly due to high phosphorous levels. This comes from agriculture, from both organic (farmyard manure) and inorganic (manmade fertilisers) sources, but also from new development as a result of increased foul water discharges (e.g. toilets, washing facilities). **As a result of the high Phosphorous levels, key condition targets are not being met, and as a result the SSSI's condition is currently classified as 'Unfavourable – No change', and the SAC is failing to meet its conservation objectives.***

**10.37** *The **Conservation of Habitats and Species Regulations 2017 (The Habitats Regulations)** which govern areas such as the River Mease SAC, identify what is called a 'competent authority' that has a duty to determine whether a proposal **is likely to harm a European site**. North West Leicestershire District Council, **as the decision maker for planning proposals within the district, is identified as a 'competent authority' under the regulations. This means that we must be satisfied that any plan or project will not further deteriorate the condition of the River Mease SAC. As the site is failing to meet it's conservation objectives due to high phosphorous levels, this includes ensuring a plan or project will not contribute additional phosphorous.** This is done through a Habitats Regulations Assessment. ~~(referred to as an Appropriate Assessment)~~. To help with this process, people applying for permission for new development need to include detailed information about drainage (both surface and foul water).*

**10.38** *To address the concerns regarding water quality we have worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to develop two Developer Contribution Schemes (DCS1 and DCS2). These require ~~that~~ any development which will have an impact on the amount of wastewater going into the sewerage system, and therefore which will have a knock-on effect on discharges into the River Mease from water treatment works, to make a financial contribution to the costs to improving water quality. The scheme directly funds the actions that will help to improve the water quality and so will improve the environment for wildlife and people alike. DCS1 and DCS2 had a limited capacity in terms of how much development could be supported and both are now full. We are working with partners **to assess feasibility and deliver an updated strategic mitigation solution.** ~~see whether a third DCS can be developed.~~*

**10.39** *A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the conservation objectives and is brought back into favourable condition. **Work is also underway, led by the Environment Agency, to deliver an updated Diffuse Water Pollution Plan (DWPP) for the SAC.***

**10.40** *In 2022, alongside other local planning authorities in Staffordshire, Leicestershire, Derbyshire and Warwickshire, we received advice from Natural England in relation to nutrient neutrality for*

developments in the River Mease Special Area of Conservation (SAC) catchment. The River Mease is one of a number of catchments across England which was identified as being affected.

**10.41** Nutrient neutrality particularly affects those developments which comprise overnight accommodation (such as housing and holiday accommodation)., ~~whereas a wider range of development types, including employment uses and some commercial uses, are not affected by the need to maintain water quality.~~ **Other development, including employment and some commercial uses, which will not create overnight stays within the catchment of the SAC, are not affected by the nutrient neutrality advice, barring exceptional circumstances.** In either case the Council as a 'competent authority' must be able to conclude that any proposed development would not result in an adverse impact on the SAC, **via nutrients or any other pathway.**

**10.42** The government is looking at possible ways to address the nutrient neutrality issue. However, until such time as the necessary legislation or regulations are in place, the Council will continue to follow the advice of Natural England.

**10.43** To address the issue of water quality, Severn Trent Water has proposed that treated effluent ~~foul sewage~~ will, in the future, be pumped from the Sewage Treatment Works at Packington and Measham to ~~treatment works~~ the River Soar, outside of the River Mease catchment. This is currently scheduled to take place in 2027; **this date is enshrined within Severn Trent Water's PR24 investment programme.** When pumping out has been achieved, **the foul water nutrient contribution from development connecting to Packington and Measham Sewage Treatment Works will not need to be accounted for when assessing the nutrient impact of proposals on the River Mease SAC.** This will mean that future development will be less restricted, ~~not need to be restricted in terms of numbers~~ as has been the case over the last few years.

### **Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)**

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.

(2) ~~In order to achieve this, until such time as wastewater is pumped out of the River Mease catchment,~~ new development within the catchment will be allowed where:

**(a) it can be demonstrated that it will not contribute additional phosphorous to, or otherwise cause an adverse effect upon, the River Mease SAC, either alone or in combination with other plans or projects. This may be achieved via:**

- Delivering bespoke phosphorous mitigation**
- Contributing to a strategic mitigation scheme (i.e. Developer Contribution Scheme)**

~~(b) There is sufficient headroom capacity available at the named/identified Wastewater Treatment Works to which flows from the development will go; and~~

~~(c) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme in operation at the time.~~

**(3) There is a presumption that development not creating additional overnight stays within the catchment are unlikely to result in an overall increase in phosphorous input to the River Mease SAC. It is assumed that anyone living in the catchment also works and uses facilities in the catchment, and therefore wastewater generated can be calculated using the population increase from new homes and other accommodation. The impact of these other developments via other pathways will continue to be considered.**

**(4) In the case of development discharging to Packington or Measham Sewage Treatment Works, from 2027 their foul water contributions will not need to be assessed. Impacts of these developments via other pathways will continue to be considered.**



~~(3) In circumstances where:~~

~~(a) there is no headroom capacity available at appropriate wastewater treatment works; or~~

~~(b) no capacity available within the Developer Contributions Scheme in operation at the time; or~~

~~(c) exceptionally, as part of the development, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency;~~

~~development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.~~

Natural England staff would be happy to meet with the NWDLC policy and development management planners to discuss the Mease policy and the HRA process further if this would be helpful.

### **Draft Policy En3 – National Forest (Strategic Policy)**

Natural England welcomes this policy.

### **Policy En4 – Charnwood Forest Regional Park (Strategic Policy)**

Natural England welcomes this policy.

### **Policy En5 – Areas of Separation**

Natural England suggests that opportunities should be taken to enhance the biodiversity value of Areas of Separation and the potential to make connections with the wider Green Infrastructure network. There may also be opportunities for Biodiversity Net Gain off-setting sites within these areas.

### **Draft Policy En6 – Land and Air Quality**

We suggest that this policy should address air quality impacts on designated nature conservation sites. Commonly encountered issues are associated with emissions from increased road traffic resulting from new development, transport schemes, intensive agriculture or industrial developments.

### **Additional Policy on BMV agricultural land**

We note that Best & Most Versatile (BMV) agricultural land has been mentioned in reference to solar farm developments however we consider that the Plan should have a policy for the protection of BMV land or refer to the NPPF policy. This policy should explain that avoiding loss of BMV land is the priority as mitigation will not be possible on many development sites. Areas of poorer quality land (ALC grades 3b, 4, 5) should be preferred to areas of higher quality land (grades 1, 2 and 3a). The plan should recognise that development has an irreversible adverse impact on the finite national stock of BMV land. Any development on BMV land should have a soil handling plan and sustainable soil management strategy based on detailed soils surveys.

## **2. Proposed Housing and Employment Allocations**

Natural England has the following comments on this document:

### **General Comments:**

We note that currently green and blue infrastructure (GI) is not mentioned within this document. In accordance with paragraph 181 of the NPPF, local plans should allocate land with the least environmental or amenity value and take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries. We therefore advise that all the allocations should incorporate opportunities for Green Infrastructure and biodiversity enhancement at the earliest stages of the planning process identified within the Green and Blue Infrastructure Study for North West Leicestershire or other appropriate evidence sources.

We note that there are several large developments proposed to the north of the District including the new settlement at Isley Woodhouse, the developments at Castle Donington and Kegworth as well as the East Midlands Freeport. We advise that strategic GI should be coordinated throughout these developments together with BNG sites to provide connected habitats for the maximum benefit for nature recovery and access for people to nature. We would also suggest that consideration of extending GI links across local authority boundaries to link with other large developments that are proposed, including those falling within the focus of the East Midlands Development Company.

We also recommend that reference is made within this document (as well as the policy document) to the Green Infrastructure Framework: Principles & Standards ([Green Infrastructure Home \(naturalengland.org.uk\)](https://www.naturalengland.org.uk)). This framework provides detailed information and up to date guidance on the provision and design of Green Infrastructure.

We note that the policy wording for the allocations includes the requirement for biodiversity net gain and details should be provided on how each development will provide this requirement including both on-site and where appropriate off-site provision.

We note that there are several sites which are in close proximity to Sites of Special Scientific Interest (SSSIs). Mitigation strategies provided to reduce adverse impacts on SSSIs should offer positive opportunities for nature and should be set out in sufficient detail to ensure their long-term protection and enhancement.

### **Site Specific Comments:**

**Land at Lily Bank, Thringstone (C74)** – The potential impact on Grace Dieu & High Sharpley SSSI should be fully considered and sufficient information should provide evidence that the proposal would not damage or destroy the interest features for which the SSSI has been notified.

**Money Hill, Ashby-de-la-Zouch (A5)** – It is essential that Green & Blue infrastructure (GBI) is fully incorporated within this large development providing accessible, high quality green space for future residents. We welcome the comments on the River Mease and the reference to policy en2.

**South of Burton Road, Ashby-de-la-Zouch (A27)** – We note the comments on the River Mease catchment. The tree planting area is welcome and should be connected to the GBI network across the site.

### **Land North and South of Park Lane, Castle Donington (CD10)**

This allocation is in close proximity to the Donington Park Site of Special Scientific Interest (SSSI) to the west and any future proposal would need to provide sufficient information to provide evidence that the proposal would not damage or destroy the interest features for which the SSSI has been notified. A buffer zone around the SSSI could be considered, potentially using BNG off site units, to provide additional woodland areas.

We welcome the requirement (point i) for an Ecological Management Plan to benefit biodiversity and compliment surrounding habitats and designated ecological sites and their connectivity. We also note the green corridor along Park Lane but consider that this should connect to wider provision of GI throughout the site. This should include the recommendation in the council's Green & Blue Infrastructure Study of the provision of a new large-scale green space accessible from the town to address Castle Donington's existing poor access to strategic-scale open spaces.

### **New Settlement (Isley Woodhouse) – IW1**

This proposal for a new settlement should follow a landscape led approach to ensure that the development fits in with the surrounding countryside and existing green & blue Infrastructure (GBI) and can provide biodiversity net gain. It should take the opportunity of being an exemplar of sustainable, green development, incorporating connected natural areas and GBI throughout the site providing accessible, high quality green space for both future residents and for nature recovery. This should include strategic-scale accessible natural green space (such as a country park) as

recommended in the council's Green & Blue Infrastructure Study.

In addition, the proposal should incorporate integrated water management and adaptation to climate change including nature-based solutions such as green roofs, street trees and wetlands.

Wider connections to sites within neighbouring local authorities should be considered including connection to Trent Gateway project.

**Land north of Remembrance Way (A453), Kegworth (EMP73(part))** – We welcome point d which requires a surface water management strategy to ensure against impacts on the Lockington Marshes SSSI.

### **Habitat Regulations Assessment and Sustainability Appraisal**

Natural England looks forward to commenting on the HRA and SA when there are available.

We would welcome the opportunity to meet with your planning officers to discuss the above points in further detail. If you have any queries relating to the advice in this letter please contact me on 02080268500

Yours sincerely

Roslyn Deeming  
Senior Planning Adviser – Strategic Plans for Places  
East Midlands Area  
[REDACTED]



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

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

Please complete both Part A and Part B.

### **PART A – Personal Details**

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

**Personal Details**

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

Title	Miss	
First Name	Rachel	
Last Name	Smith	
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.

**I strongly oppose both the proposed new housing settlement at Isley Woodhouse (Policy IW1) to the west of Diseworth and the potential location for the Freeport development (EMP90) to the east of Diseworth.**

Diseworth is a small village which I have recently moved to, the one thing that sold me on this location was the charm of it as it was still held the countryside feel to it which I think makes the UK so special but once again another small village is under threat because businesses want to make money.

The proposed housing settlement at Isley Woodhouse (Policy IW1) is way too close to the village as it is already surrounded by a lot of infrastructure including the motorway, airport, service stations and racetrack. Since living in Diseworth for only two years I have already seen how the village does not cope with the flooding issues and with global warming it is only going to get worse so putting both the housing settlement (Policy IW1) and the freeport development (EMP90) is going to devastate so many houses.

The council will already know the threat Diseworth and Long Whatton are up against from flooding and the increase of runoff water from both developments that will happen will be devastating. It's only a matter of time before the council will have to start paying these costs so why not reduce the chance now.

Diseworth is considered to be a conversation village and attaching it with a large housing development just completely destroys that claim. Diseworth is surrounded by hundreds of acres of agricultural land and miles of ancient hedges which will all be removed if this housing estate is allowed to go ahead. These are vital as food shortages remain high and the farming industry struggles to cope.

My family and I will personally be negatively affected by this development as it will no longer make our house feel like a home and so special but rather it will be like living in the middle of a town with all the scenery removed. I beg that you imagine how your family would feel and fight to put the welfare of people at the forefront of this decision and not build the housing settlement at Isley Woodhouse.

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

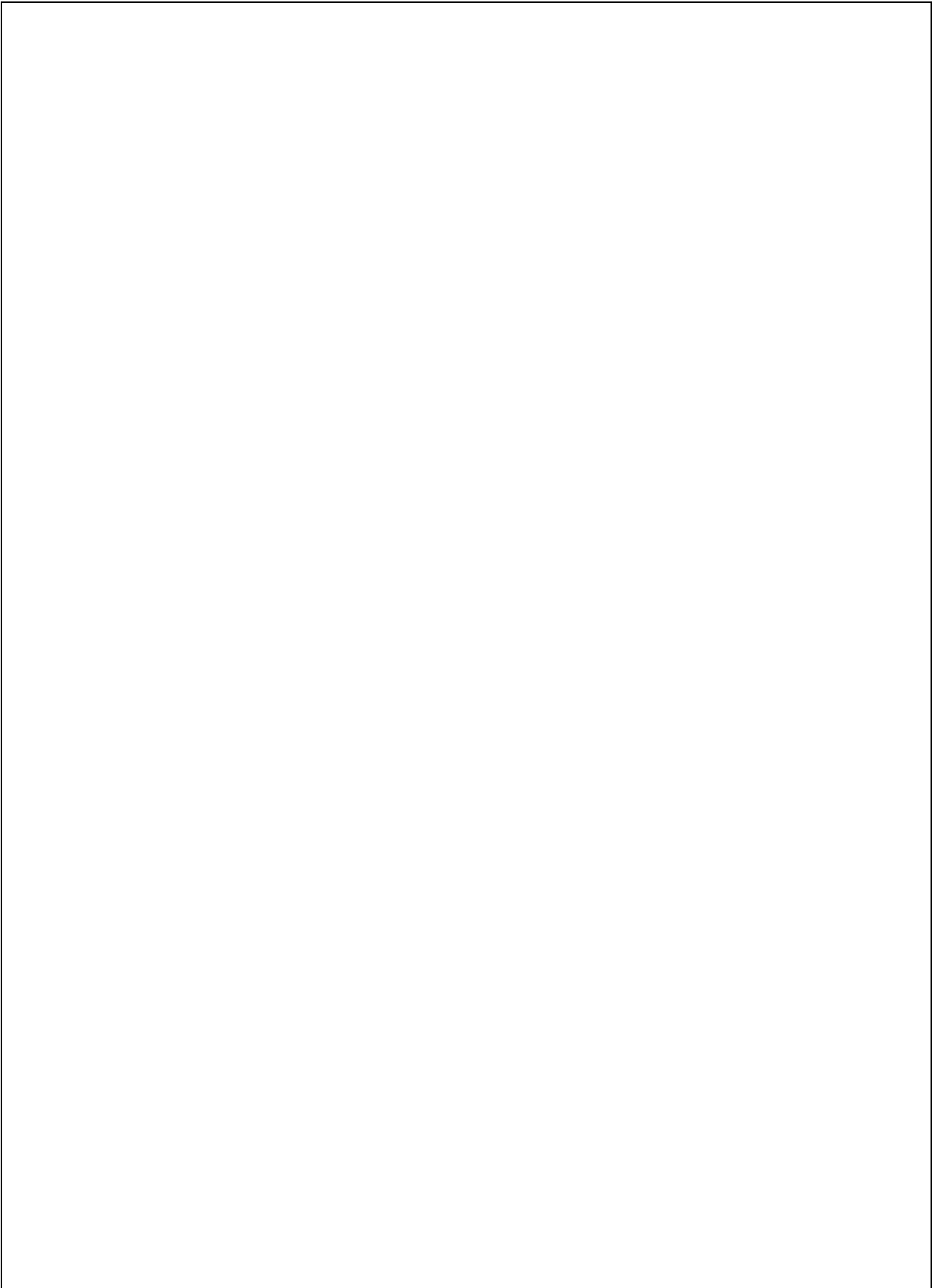
Again, the potential location for the freeport development (EMP90) is a smack in the face to a small conversation village with is full of families who are hard working. It will completely destroy the rural village but make it appear like it's part of a business park. As mentioned above, the village does not cope with flooding and putting the development here will just create a concrete slide for the rain water into our homes.

The roads in the village are already struggling to cope with increased traffic when diversions are in place and with the school so closely located on a road which has a blind bend it's only a matter of time before someone is involved in an accident. I do not understand how the village does not have bumps in the road to prevent high speed drivers endangering everyone.

There is no way that this development can be hidden without it being known it is there and no amount of precautions put in place will stop the air and noise pollution increasing as the village will get to watch a 24/7 factory run with continuous lorries and trucks driving through the village.

The Local Plan states “We do consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be unacceptable based on the current extent of the designated Freeport land”. I find the very fact that this is stated in the local plan disgusting and the fact that I have to put in a rejection for why the land is unsuitable when it is already acknowledged.

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





## Declaration

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

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

Signed: Rachel Smith

Date: 15/03/2024

### **DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Mr	Mr
First Name	Damien	Robert
Last Name	Holdstock	Barnes
Job Title (where relevant)	St Modwen Logistics	Director
Organisation (where relevant)		Planning Prospects Ltd
House/Property Number or Name	All contact details as agent	██████████
Street		██████████
Town/Village		B██████████
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.**

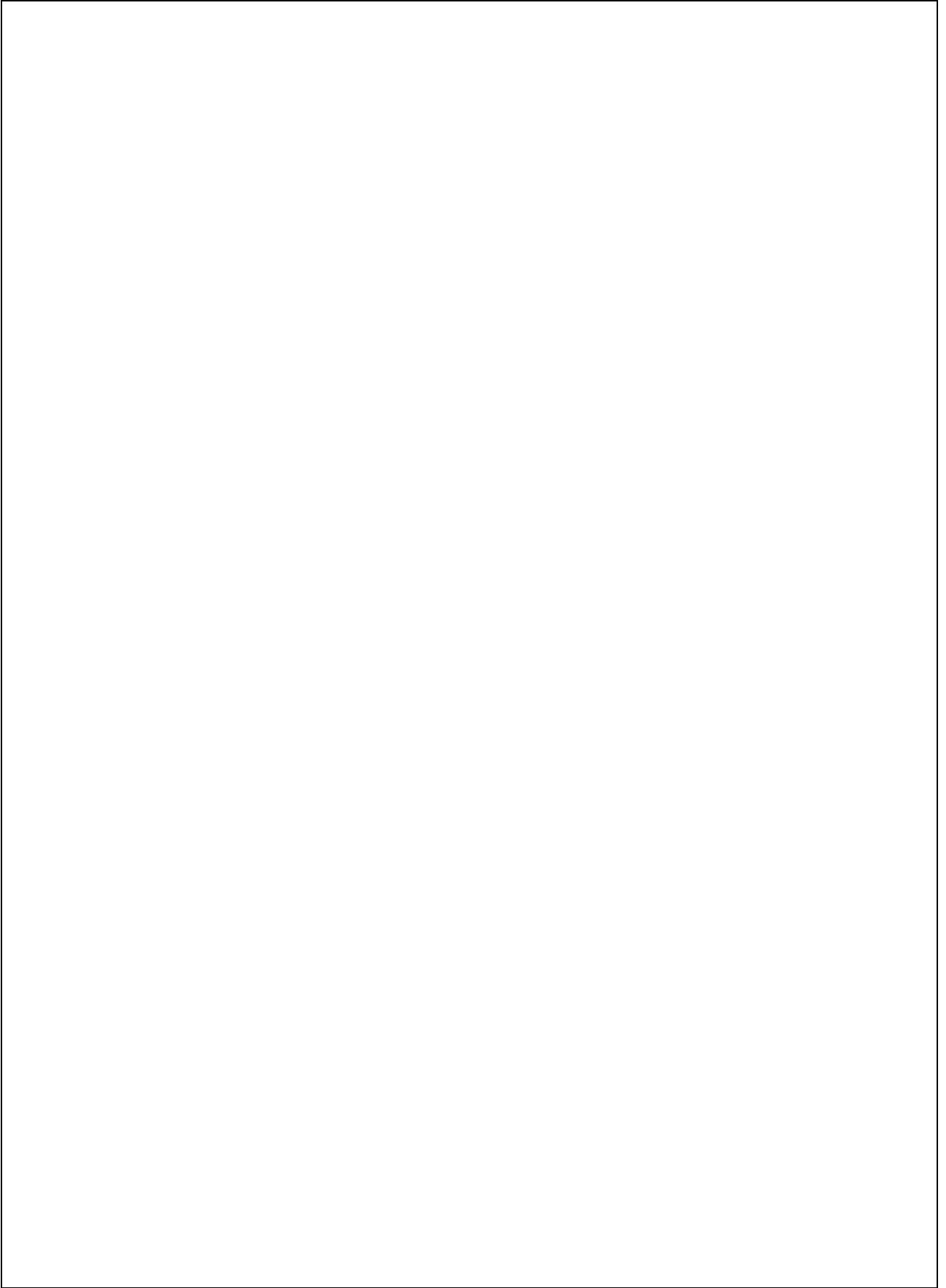
1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Use this box to set out your response.

The length of the representations is such that they are provided in the "Continuation Sheets" document submitted alongside this form, prepared by Planning Prospects and dated 15 March 2024.

(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: Robert Barnes

Date: 15/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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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 Regulation 18 Consultation February 2024

## Representations on behalf of St Modwen Logistics Continuation Sheets

Planning Prospects Ltd  
15 March 2024

### Introduction

These representations are prepared and submitted on behalf of St Modwen Logistics. They relate principally to issues around employment land. They comment first on the proposed policies, and then on the proposed allocations. On the latter, they seek to promote the allocation of land east of Junction 13 of the A42 (site reference EMP87). They are supported by technical material included in a series of appendices.

### PROPOSED POLICIES

#### *Draft Policy S1 – Future Development Needs*

##### *Timeframe*

The end date of 2040 anticipated by Draft Policy S1 is inappropriate.

The NPPF provides (paragraph 22) that, “Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.” Two points arise from this.

First, in any event, a period of at least 15 years is required from adoption. The current Plan programme does not allow for this. It anticipates adoption in late 2026. This immediately requires an end date of 2041 at the earliest. Moreover, if for any reason (and as is very frequently the case) there is some delay to adoption the Authority would be faced very late in the plan preparation process with the need to extend the period further still. At that stage this might be quite challenging, to the extent that it introduces further delay. It is better to extend the plan period from the outset to provide some flexibility and avoid this difficulty. This should be done now, to beyond 2041, with the planned for development requirements adjusted accordingly.

Second, it is anticipated that the new Local Plan will provide for major strategic residential sites. This invites an approach which extends the plan period beyond 2041 but also (at least in broad terms) considers the approach over a thirty year period.

##### *Planning to Meet Employment Development Needs*

The Draft Local Plan rightly (paragraph 7.18) observes that, “It is vital for the success of the local economy that there is sufficient land and premises to match the needs of local businesses and to facilitate inward investment.” It goes on (paragraph 7.19) appropriately to put this in the national policy context with the observation that, “The new Local Plan has a key role to play as explained in the National Planning Policy Framework (NPPF) which requires that “sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity”.” It further states (paragraph 7.23) that, “the plan’s approach should be able to deal with changing circumstances over the plan’s lifetime, for

example if the economy grows more strongly than current studies anticipate and / or if the nature of business needs turns out to be different to what can be anticipated now.”

These points are important. The Draft Local Plan acknowledges the vital need to identify sufficient employment land, it recognises the national expectation in this regard, and that the possibility of additional and different growth must also be planned for. Draft Policy S1 is vital in this regard. It sets out the development needs which then permeate through the policies and allocations. However, its provisions in terms of non-strategic and strategic employment land are inadequate. These shortcomings are fundamental and undermine the credibility of the Plan’s approach to economic development in its entirety. They are explained in detail here, with this position then being cross referred to (rather than repeated) elsewhere in the representations where relevant.

Part 2 of Draft Policy S1 deals with the requirement for office space and non-strategic industrial and logistics and relies on the Employment Land Study completed in 2020 (“the Stantec Study”). The difficulties with the Stantec Study were set out in detail in representations previously made on behalf of St Modwen to the Development Strategy Options and Policy Options consultation in January 2022. It is not clear that the points made in those representations have been taken into account at all given the apparent continued straightforward reliance on the Stantec Study. The points made at that time remain valid. Some have become more prominent in light of how matters have since progressed.

Two matters in particular have come further to the fore. First, the representations made in 2022 challenged the plot ratio of 40% used by the Stantec Study for non-strategic industrial and logistics space. Sites will often be constrained by (for example) their shape, topography, or a range of other features which restrict the area that can be developed. There may be a requirement for land to be given up to (for example) SUDS features, structural landscaping, and buffer zones, and likely to estate roads. For such reasons an average plot ratio of 40% is unachievable if used as a conversion factor to arrive at a gross requirement. The representations suggested that if it was to be applied, then it must be made clear it yields a net land requirement, what that requirement represents (i.e. specifying what is excluded), and allocations made accordingly. It was noted that this would require an assessment of the likely net developable area of allocations to ensure this net requirement can be met, or there would be a significant risk of insufficient provision being made.

Draft Policy S1 simply refers to a requirement expressed in square metres, but elsewhere (Table 4) it is clear that a ratio of 40% continues to be applied in converting this to a land requirement. The calculation there is that a requirement for 114,562 sq m would generate the need for 28.64ha of land. This relationship is then repeated in the Council’s “Topic Paper – Employment” (table at paragraph 4), but the evidence in that document then goes on to undermine it.

Appendix A to the Topic Paper considers the evidence from a number of recent applications within the district in relation to this point. It arrives at a plot ratio of 27% in terms of the relationship between floorspace and developable area. The plot ratio in terms of the relationship between floorspace and total site area is about 24%. In circumstances where allocations are likely to reflect a gross site area the local evidence suggests a figure of 24% should be used. Applying this to the requirement for 114,562 sq m would generate the need for 47.73ha, so more than 19ha greater than the amount if a figure of 40% is used.

It is very clearly the case that 40% is the wrong figure to use in translating a floorspace requirement in to a gross land requirement for allocation. The Council’s own evidence demonstrates this. Appendix A to the Topic Paper indicates that further analysis is needed around this point. If, as seems likely, such analysis supports a different – likely lower – figure than 40%, then this should be used.

Second, the representations made in 2022 noted the reliance placed at that time within the Stantec Study on the outstanding allocation at Money Hill for up to 16ha of employment, indicated to comprise about one third land for offices to two thirds land for industrial and smaller warehousing space. This allocation was made through the Local Plan as adopted in 2017.

The 2022 representations noted that there did not appear to have been progress with its implementation. Whilst progress had been made with permissions for the majority of the 1,400 dwellings anticipated at Money Hill, there was no comparable evidence of the employment element being advanced, despite the wider site being identified and developed during a period of very strong demand for employment space. It was suggested that the likelihood of this allocation ever coming forward for employment should be reviewed, and reliance should not be placed on it unless that can be demonstrated.

Two years on, and now seven years since it was first allocated, Money Hill continues to be relied upon in the Draft Local Plan, but without any sign of delivery. Table 4 of the Draft Local Plan assumes 42,640 sq m of non-strategic industrial and logistics space will be delivered here, again reflecting a plot ratio of 40%. The Topic Paper (paragraphs 21 – 22) acknowledges this concern and makes a different assumption in terms of plot ratio (applying 27% instead of 40%) and assumes a higher proportion of the employment land dedicated to industrial and smaller warehousing space (seven eighths instead of two thirds) to arrive at an estimate of 37,800 sq m of development being delivered here, so 4,840 sq m less than assumed in the Draft Local Plan.

The approach taken to Money Hill in the Topic Paper acknowledges that a much lower plot ratio than 40% is appropriate. It assumes a lower yield of development than relied on in the Draft Local Plan – making good the shortfall of 4,840 sq m at a ratio of 27% would require the identification of an additional 1.79ha. The Topic Paper also acknowledges (paragraph 19) that planning has not been advanced on the employment element of Money Hill. The first application for residential development here was submitted in 2013 – some 11 years ago. There have since been numerous applications made pursuant to the advancement of residential development at Money Hill, but none in relation to employment.

In summary then, representations made in 2022 identified the inappropriateness of using a 40% plot ratio, and of placing reliance on the delivery of employment land at Money Hill. As events have transpired since that time those concerns have proven to be well founded. It is no good the emerging Plan simply carrying on the application of assumptions that are wrong or unreliable. An adjustment needs to be made. This should include allocating land on the basis of a realistic ratio, and either recognising the employment element of Money Hill will not come forward and perhaps allocating it for another use, or ensuring sufficient additional land is allocated such that if it does continue to stall this part of the requirement is not left unmet.

Alongside these two points which speak to the assumptions made in the Stantec Study and then translated into the emerging Local Plan, the 2022 representations made a further substantive point about the approach and limitations of the Stantec Study.

It was noted that whilst the Stantec Study makes an adjustment (paragraph 3.34) at a specific point (2017) through a “stock vacancy adjustment” (i.e. an allowance for a “normal” or healthy amount of empty space to support choice, variety and churn in the market in the context of otherwise at that time almost full occupation in the district) it makes no allowance for any pent up or “suppressed” demand that might have accrued over a more extended period.

This effect is recognised in the comment at paragraph 3.36 of the Stantec Study that, “We have compared our forecasts with the past delivery of net additional floorspace, since 2012/13, as shown in the Council’s main monitoring dataset...The floorspace completed varied greatly from year to year, with an average of 2,941 sq m p.a. The demand in our main forecast is more than twice this annual average. This is not surprising, since our analysis suggests that in the period covered by the Council data supply has failed to meet demand.” This points to suppressed demand over an extended period which is not allowed for in the specified requirement; there is no attempt to make up this shortfall.

The 2022 representations observed that the pent-up demand is also reflected in the property market section of the Stantec Study. The observation is made there (paragraph 5.46) that, “In our stakeholder workshop and one-to-one consultations, we asked property agents and developers how easy or difficult it was for occupiers to find the space they need. All our consultees felt that it was difficult, because currently there is very little property on the market,



and any units that do become available let immediately. They reported that there was substantial unmet demand in the market, so companies who could find the space they need moved to other places, or perhaps stayed in premises that no longer met their needs, compromising growth or efficiency. These views are strongly confirmed by our analysis of market signals in the next section.” The market response is clearly one that points to requirements that have remained unfulfilled.

The Stantec Study refers (paragraph 5.49) to there being just over four months’ available supply in the district. It observes (paragraph 5.50) that, “Despite new units coming onto the market in the last 12 months, market indicators point to an exceptionally tight floorspace market, where demand is much in excess of supply.” The vacancy rate in the district for the non-strategic sector has been on a steep downward trend since 2012 (paragraph 5.52), and floorspace is in extremely short supply (paragraph 5.56). The conclusion is reached (paragraph 5.62) that, “Non-strategic industrial space across North West Leicestershire is seriously undersupplied, as buoyant demand is frustrated by almost non-existent availability. This confirms the conclusion we reached in Chapter 3, based on different evidence, that there is demand for new floorspace in the district not only to cater for future growth, but also to fill the supply gap that already exists.”

In this context the Stantec Study comments in its conclusions (paragraph 6.4) that its forecast should be treated as a minimum, “because historical evidence from the VOA suggests that the true demand could be much higher. Unfortunately we cannot estimate that higher number, because land supply has been constrained for so long that we do not have solid evidence of what happened in a relatively unconstrained market – except from the VOA experimental statistics, which may not be entirely reliable, at least for planning purposes.”

The 2022 representations concluded that this evidence points very clearly to suppressed or frustrated demand having existed for an extended period. It also points to a need to measure and account for the demand that has been constrained for a long time. This is acknowledged by Stantec, but they do not find a way to make it good; it is an important part of the requirement that is simply not accounted for. This is not something to have emerged overnight, but rather it has accumulated through time. There are real world consequences to this; potential investment is lost, and business and jobs go elsewhere.

This issue of suppressed demand sits alongside the further concerns with the approach taken by Stantec summarised above. There does not appear to have been any attempt between 2022 and 2024 to address them. The reliance that can be placed on this part of the evidence base is limited accordingly.

Part 3 of Draft Policy S1 states that the requirement for strategic B8 development land will have regard to the outcome of the ongoing Apportionment Study. It is regrettable that the first opportunity to consider this and its potentially far reaching implications for allocations in North West Leicestershire will be at the Regulation 19 stage. No account appears to have been taken of the requirement for strategic industrial development. This needs to be remedied. That said, the value of the Apportionment Study will be limited by shortcomings in the assessment of the strategic employment land requirement it seeks to distribute. Those shortcomings are serious, and fundamental.

As with the non-strategic element (Part 2 of draft Policy S1, discussed above) representations were made in relation to the strategic requirement in 2022, and the evidence base informing that. It does not appear that the issues raised at that time in this regard have been addressed either through the current (Regulation 18) consultation.

That evidence base is provided by “Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change” prepared by GL Hearn and MDS Transmodal for Leicester and the Leicestershire authorities (“the GLH Report”). The observations made in 2022 in relation to the GLH Report are repeated here.

First, the significant and pressing requirement for strategic employment space in Leicestershire, and North West Leicestershire in particular, measured in a number of ways, is evident throughout the GLH Report. For example, it estimates (Table 13) that the direct supply across

the county amounts to less than a year, and just 8.5 months in North West Leicestershire. It should also be noted that this calculation of years of direct supply is based on average take-up from 2014 – 2019, i.e. constrained by availability and what the market and planning system could deliver. A calculation based on actual demand, i.e. what occupiers sought and would have taken without these constraints, would yield a lower representation of years of direct supply. A similar point applies to the assessment of potential future supply (paragraph 6.5), where the estimated number of years' availability would be reduced if measured against unconstrained demand.

Second, similar concerns to those expressed above in relation to the Stantec Study apply in terms of plot ratios. The evidence produced by the Council suggests that lower figures should be used in the GLH Report, as with the Stantec Study.

Third, there are concerns in terms of some of the approaches taken in the GLH Report to estimating future strategic need. The uncertainty around the outcome from the pandemic is identified (paragraph 7.3) and is of course unavoidable, but does speak to the need to keep the evidence base under review and for the Plan to recognise that in due course newer analysis might well be preferable. Separate to this, though, is that the approaches used – econometric forecasts for labour demand, and past completion trends – are both informed by what has happened in the past. The rapid and fundamental changes in the logistics sector in recent years, and the planning and development constraints that have been in place, mean that past performance is not on its own a good guide to future requirements.

The econometric model is based on more than just an extrapolation of past trends (paragraph 7.4) but is still shaped in part by historical evidence (paragraph 7.5). The completions trend model refers to a period since 2012. The Report considers this (paragraph 7.31) a useful period as it is post-recession and aligns with growth in e-commerce, but it does not of course properly reflect the acceleration of that shift through the pandemic, and is balanced towards pre-Brexit years, so does not reflect recent growth drivers including (for example) re-shoring and stockpiling. The completions trend is also constrained by availability and what the planning system and market was able to deliver over the selected period, and does not reflect the actual requirement, which would be higher.

Other approaches in the GLH Report – notably the freight traffic growth model – do include an adjustment for e-commerce growth by way of a sensitivity test (paragraph 8.23). It is not clear, though, the extent to which this is also intended to account for other recent trends driving growth. These again include re-shoring and stockpiling but also (for example) changing consumer expectations around faster deliveries, and the shift towards co-location of different functions which may reduce the demand for traditional office space but place upward pressure on industrial and logistics space requirements.

Fourth, the only place where the GLH Report accounts in the methodology for the acknowledged tightness in the market is through the application of a margin of flexibility equivalent to 5 years based on completions trends (paragraphs 10.11 and 10.12). This is intended to reflect the fact that markets function best when some vacancy allows for choice and churn, and vacancy has been very low in Leicestershire. However, it is also intended additionally to provide a margin for delays in delivery of schemes, and further still a buffer to account for uncertainties in forecasting.

The 5 years based on completions trends is presented as being in line with convention, but without any justification as to whether it is correct or reasonable. Five years of completions reflects what the market and planning system were able to deliver in that period, not what was required. No analysis is presented in terms of the extent to which this would “correct” the vacancy rate to a more efficient level, or make good any historic shortfall from extended periods of low availability, and then additionally still provide a margin to allow for the further considerations around delay and forecasting uncertainty.

Fifth, the approach taken to the apportionment of the requirement between rail and non-rail served sites is arbitrary. The starting position is that nationally and indeed across the County about 6% of stock is rail served (paragraph 9.2). Reference is made (paragraph 9.3) to

assumptions that 26% of future new-build warehousing would be rail-served. A further leap is then made (paragraph 9.7) to say that units over 25,000 sq m will benefit from or be of a nature to be attracted to rail-served sites, so the regional representation of such units (56% of large scale stock, rounded up to 60%) is used as a proxy for demand for rail-served space. This of course assumes that all occupiers of new units over 25,000 sq m would need and wish to be rail linked. That cannot be true.

The GLH Report, then, looks at one ambitious assumption (26%) equivalent to more than four times the current rail-served representation, a second position (60%) equivalent to ten times the current representation, and then takes a mid-point between the two. This mid-point (43%) assumes that the proportion of new build strategic space over the Plan period will be seven or more times greater than the existing proportion across the region. This cannot be realistic.

The technology, policy and other drivers encouraging increased rail-served development set out in the GLH Report are noted, and a shift towards such provision is to be expected. However, there is no evidence to suggest this will or can happen to the extent suggested by the GLH Report. It should be acknowledged that there is a very wide range of potential outcomes between something aligned to the current level of provision and something of a different order of magnitude. The GLH Report alights on a point mid-way between two very different alternatives, but that position has no inherent validity or justification, and is unrealistic. Given the very considerable uncertainty in this regard the Plan should, at most, provide some guidance as to the proportion sought of new provision that might be rail-served, and must not set out a strict division or policy split in this regard.

Sixth, as mentioned above, the GLH Report includes only strategic B8 and not strategic B2. The latter is a much smaller element than the former, but it is still significant and of considerable importance to the economy. An allowance should be made for it.

Read as a whole, these observations point to the GLH Report having understated the requirement for strategic employment land across a range of scenarios, as well as suggesting a distribution between rail and non-rail served sites that cannot be justified. A seventh and final point, which again goes to the extent to which the GLH Report understates the requirement, is that no allowance is made for any pent up or “suppressed” demand that might have accrued over a more extended period. As discussed above a margin of flexibility is applied to relax the market in the GLH Report, but also to allow a margin for delays in delivery, and further still a buffer to account for uncertainties in forecasting. There is no consideration of the adequacy with which it would achieve these multiple objectives, and no suggestion that it would additionally address suppressed demand. That does not appear to have been accounted for anywhere in the GLH Report. It must be factored into any analysis relied on to generate the figures for the Local Plan.

As such, there are serious concerns with the extent to which the evidence base properly and fully identifies the requirement for employment land. Those concerns have previously been highlighted to the Council. Some of those concerns have been amplified by subsequent events. None of them appear to have been properly considered by the Council, with adjustments made to the evidence base and its translation into emerging policy where appropriate. This is a significant concern. It undermines the economic strategy of the emerging Plan and the policies and allocations proposed to realise it.

A common theme between the approach to the non-strategic and strategic sectors discussed above is that in neither case is the question of suppressed demand properly addressed. The extent to which this represents an issue to be factored into plan making in North West Leicestershire was again assessed in detail in the representations made in 2022 through work prepared by Savills. That exercise has been revisited and updated. The findings are presented in a further report prepared by Savills, dated March 2024, and provided here at Appendix 1.

This updated work reiterates the strength of the market centred on North West Leicestershire and identifies the supply constraints that have long existed there. It concludes that there is an immediate need for new industrial and logistics space in the District, and that this exists across all size bands of employment unit.

It provides a further detailed critique of the Council's evidence base. It highlights the failure to take account of historic supply constraints. It identifies a range of shortcomings across the Stantec and GLH work, noting for example that the latter arrives at a preferred demand estimation that is *lower* than past completion trends; having regard to the current and predicted market and that the historic trend was constrained this makes no sense.

Savills offer an alternative estimation of the requirement for industrial and logistics land in the FEMA, and then apportion this to the District. Their approach has regard to historic demand but also suppressed demand, and the recognition that should be given to e-commerce. It is presented on a conservative basis, excluding the effects of the rebound from the global financial crisis and the heightened demand created by Covid. At FEMA level it arrives at an estimate of Strategic B8 demand up to about 1M sq m greater than that suggested by the Council's evidence base, with about 1.5 – 1.6M sq m of this (strategic) requirement to be directed to North West Leicestershire. Similarly, for the District, it arrives at an estimate of Non-Strategic demand for employment space up to about 1M sq m greater than suggested by the Council.

For exercises of this nature – whether in the Council's evidence base or as carried out by Savills – it is not the case that they arrive at a precise assessment of the exact requirement for employment land. However, the Savills approach is to be preferred in circumstances where it addresses the key shortcomings in the GLH and Stantec work. It provides a very strong indication that the evidence base underestimates the requirement to a significant degree and as such in both cases – for non-strategic and strategic employment land – the conclusion must be that a significant amount of additional employment land needs to be allocated. Further submissions are made elsewhere in these representations in terms of the opportunities that exist in that regard.

### ***Draft Policy S2 – Settlement Hierarchy***

As framed Draft Policy S2 is misleading. It refers to the strategy being to direct new development to locations within the Limits to Development or, exceptionally, to the proposed new settlement. In fact, the emerging Plan also, appropriately, includes other allocations that are and will remain outside Limits to Development and also (Draft Policy Ec4 alongside Draft Policy S4) allows for the prospect of employment development in the Countryside. This should be referred to and reflected in Policy S2, i.e., reflecting that the strategy is to direct development to the Limits of Development, and the new settlement, and allocated sites, and other locations where the relevant criteria are met.

### ***Draft Policy S4 – Countryside***

The criteria in Part 2 of this draft policy are intended to apply to all types of development allowed by Part 1. Criterion d) of Part 2 requires that new development is well integrated with existing development. It is considered that this criterion is inappropriate, notably in relation to criterion h) of Part 1, which allows employment land in accordance with the provisions of Draft Policy Ec4.

Draft Policy Ec4 is concerned with the circumstances in which employment development on unidentified sites will be allowed. The provisions of that draft policy are such that it will only apply exceptionally and in circumstances where allocated or existing employment sites and previously developed land are not available. It is likely to apply to particular businesses with specific locational requirements. This can be understood alongside the comments provided at paragraph 7.13 of the emerging Plan which refer to the lack in the District of, “modern, flexible high-specification space which can be future-proofed for changing technologies and which is set in an attractive, landscaped environment rather than a more traditional industrial estate...these types of premises are attractive to higher value industrial occupiers.”

As such, there may be businesses with particular locational requirements around (say) road or rail infrastructure, or energy. Others may need a location separate from built up areas for

reasons around safety or amenity. Others still, including higher value businesses, may demand an attractive landscaped setting. Where such businesses rely on the provisions of draft Policy Ec4 to be attracted to invest in the District they might very well be frustrated by the further requirement of Policy S4 that they must be well integrated with existing development. The most appropriate solution for them might be that they are carefully designed and accommodated in locations buffered, or entirely separate, from, existing development.

This conflict might be remedied simply through the inclusion of the words “Where appropriate” at the beginning of criterion d) of Part 2 of the draft policy.

### ***Draft Policy AP2 – Amenity***

Part 2 of Draft Policy AP2 states that, “Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants.” It is considered that the use of a pronoun (“it”) detracts from the clarity and understanding of this part of the policy. It might be better worded to read, “Development which is sensitive to noise or unpleasant odour emissions will not be permitted where the existing or expected presence of noise or odour would adversely affect future occupants.”

### ***Draft Policy AP4 – Reducing Carbon Emissions***

The effect of Part 2 of Draft Policy AP4 could be burdensome for industry with high operational energy requirements and no prospect of meeting those through onsite generation. Any contribution to a carbon offsetting fund should be made subject to viability. More generally, the policy should allow for credit to be given where a development can demonstrate its energy, beyond what is generated onsite, is sourced from a provider offering a supply from renewable sources.

### ***Draft Policy Ec1 – Economic Strategy***

It is disappointing that no version of this policy is provided in the consultation document and that the first opportunity to review and comment on it will be at the Regulation 19 stage. It is very clearly the case that consultees would wish for their views on Economic Strategy to inform and shape the approach taken in the next draft of the Plan. That will not happen. This is an important shortcoming in this process.

Detailed comments have been made in these representations in relation to Draft Policy S1. Many of those comments relate to Economic Strategy. They should be taken into account when Draft Policy Ec1 is written.

In formulating Draft Policy Ec1 the comments at paragraphs 7.13, 7.18, 7.19 and 7.23 of the Regulation 18 document should be carefully considered and reflected in the text. Paragraph 7.13 refers to the lack in the District of, “modern, flexible high-specification space which can be future-proofed for changing technologies and which is set in an attractive, landscaped environment rather than a more traditional industrial estate...these types of premises are attractive to higher value industrial occupiers.” Paragraph 7.18 observes that, “It is vital for the success of the local economy that there is sufficient land and premises to match the needs of local businesses and to facilitate inward investment.” Paragraph 7.19 puts this in the national policy context with the observation that, “The new Local Plan has a key role to play as explained in the National Planning Policy Framework (NPPF) which requires that “sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity”.” Paragraph 7.23 states that, “the plan’s approach should be able to deal with changing circumstances over the plan’s lifetime, for example if the economy grows more strongly than current studies anticipate and / or if the nature of business needs turns out to be different to what can be anticipated now.”

Together these points speak to the importance of qualitative considerations, and the need to make sure that the requirements of all different types of business can be met. Those are many and varied, and will not be served by an approach which focuses too heavily on the quantitative elements and allocating land simply to match a specific hectareage, rather than also making sure the sites are varied and of the right quality. That is not to underplay the importance of quantitative requirements – fundamentally the amount of land allocated must be sufficient to meet the need in full, with flexibility, and the ability to respond to change. For the reasons set out in the comments made about Draft Policy S1 the Regulation 18 Plan fails by some margin to allocate sufficient land. This must be remedied. It is important that the Plan addresses a full range of needs across all sectors.

The full segmentation within the market must also be recognised within the Economic Strategy. The approach taken in Leicestershire which distinguishes between general and strategic employment land is relevant to some degree, but policy must take account of the fact that these are not homogenous categories. For example, the general category includes everything from workshop and starter / incubator space, all the way through to premises capable of accommodating sizeable and locally important businesses. Equally, the strategic category includes space which might perform a district wide or sub-regional function (say, units up to about 20,000 sq m or so) and also space which might perform a regional (or wider) function (say, units of 30,000 sq m or more). It is not enough simply to identify a quantum of land sufficient in theory to meet needs within each of two artificially distinct (strategic and non-strategic) categories; allocations and supporting policy must also be flexible enough to ensure in the real world that the whole market is catered for on an ongoing basis.

#### ***Draft Policy Ec2 – Employment Commitments***

It will be important to ensure that any commitments are fully and robustly assessed before they are relied upon in the Plan. Comments made elsewhere in these representations (about Policy S1) question the continued reliance that can be placed on one such “commitment” (at Money Hill). The same level of scrutiny should be applied to all such sites, and a realistic approach taken. If a site is unlikely to deliver employment it should not be allocated for that use.

#### ***Draft Policy Ec3 – New Employment Allocations***

For the reasons set out elsewhere in these representations in relation to Policy S1 it is considered that the emerging Plan underprovides in terms of employment allocations. Additional employment allocations will be necessary. Further submissions are made in relation to the Draft Allocations documents identifying opportunities for such additional allocations.

#### ***Draft Policy Ec4 – Employment Uses on Unidentified Sites***

The Draft Plan (paragraph 7.23) refers to the NPPF expectations that policy should be flexible and able to respond to changing circumstances. This is important. The comments made at paragraph 7.13 are also relevant in this regard. They refer to the qualitative components of need and the importance of, “ensuring an adequate supply of land that can meet needs in the widest sense.” Every effort should be made to ensure allocations are sufficient to meet the full need for employment land but circumstances change and a policy response is required to ensure that potential investment, job creation and growth is not lost to the District because a specific requirement cannot be met.

Draft Policy Ec4 seeks to attend to this. It is considered that some amendments are required to ensure this policy works effectively.

Part 3(a)(i) of the Draft Policy refers to, “an immediate requirement for the employment land of the type proposed in North West Leicestershire”. The reference to North West Leicestershire at the end of this clause is ambiguous. Does it mean that the requirement must originate in the District, the required location is in the District, or simply that the proposal is in the District?

Whichever is the case it is not clear that the reference to North West Leicestershire can have any meaningful purpose.

There is no suggestion anywhere that the District operates in any sense as a self-contained market, whether for non-strategic or strategic floorspace. There is extensive interaction with neighbouring districts and the County wide FEMA. Indeed, the later provisions of the Draft Policy (Part 3(b)) refer to search areas defined by the Areas of Opportunity, which extend outside the District. If some narrow specificity of location is intended by Part 3(a)(i) of the Draft Policy it is not clear why Part 3(b) should be more expansive.

In this context the words, “in North West Leicestershire” should be removed from Part 3(a)(i). They make no sense from a market perspective. In terms of the location sought by developers or occupiers it should be self evident that if a proposal is within the District that is where the investment is sought because that is where those behind it want it to be. The later provisions of the Draft Policy (Part 3(b)) then act as a filter to direct development to preferred locations where this is possible.

Part 3(c)(ii) requires, “good access to the strategic highway network (M1, M42/A42 and A50)”. Use of the word “and” here implies that good access to each of these roads is required, but that is of course not possible. It is considered that this should be replaced with “and / or”.

#### ***Draft Policy IF5 – Transport Infrastructure and New Development***

Part 5 of Draft Policy IF5 includes “and / or” after part (b), but not after part (a). This should be changed so “and / or” is also included after part (a). Public transport services may well be part of any solution and require a financial contribution, but this will not be so in every case, so it must be made clear that these are alternatives to be considered individually or in combination.

#### ***Draft Policy En2 – River Mease Special Area of Conservation***

Part 3(c) allows a non-mains drainage solution for foul water in the relevant circumstances with the agreement of the Environment Agency, but only “exceptionally”. It is not clear why this solution should be exceptional. If (as required by this part of the policy) it is agreed with the Environment Agency and (as required by the text that follows) there would be no harm to the SAC, then such an approach should simply be acceptable. The word “exceptionally” should be deleted.

## **PROPOSED ALLOCATIONS**

### ***General Comments***

Paragraph 2.17 of the Proposed Allocations sensibly invites comments from consultees on the proposed draft allocations, as well as anything not included at this stage. These representations comment on both elements.

Extensive comments are made separately to the Proposed Policies, and specifically in relation to Policy S1, which deal in detail with the requirement for employment land. They should be read alongside the observations made here in relation to the Proposed Allocations. For the reasons set out there it is considered that the requirement identified in the Draft Plan has been significantly underestimated. This means that additional sites need to be allocated, and particular care must be taken in ensuring commitments and proposed allocations are robust. The comments made in relation to Policy S1 also include observations around the continued reliance that should be placed on employment land coming forward at Money Hill. The comments made here consider the draft general needs employment allocations, and where additional land should be allocated.

### ***Draft Employment Allocation EMP73 (part) North of A453 Remembrance Way, Kegworth***

For the reasons expressed elsewhere in these representations it is considered that the employment land requirement identified in the Draft Plan has been significantly underestimated. This means that particular care must be taken in ensuring commitments and proposed allocations relied on by the emerging Plan are robust, and that additional allocations need to be made.

In seeking to meet the currently identified requirement the greatest contribution (about a third of the total floorspace) is expected to be made by land north of A453 Remembrance Way, Kegworth. However, there appear to be fundamental difficulties with this.

First, as noted at paragraph 5.16 of the Proposed Allocations, the site is in Flood Zone 3. There are clearly questions around whether an engineering solution to this is capable of being found but equally there must be questions from a sequential test perspective, given sites with a lower risk of flooding have been promoted for employment development elsewhere in the District.

Second, access is reliant on a tunnel being created under the A453 from the southern part of EMP73 (also a draft allocation).

In other words, development north of Remembrance Way would rely on land south of Remembrance Way being developed first, then an engineering solution found to tunnel under an A road into an area at risk of flooding, with an engineering solution also having been found for that flooding and having successfully demonstrated compliance with the sequential test, and all of this being financially viable. These are important and significant hurdles and the Council should be absolutely certain that each can be overcome before this site can be considered for allocation.



### ***Potential Locations for Strategic Distribution***

Again as set out elsewhere in these representations it is considered that the employment land requirement identified in the Draft Plan has been significantly underestimated. This means that additional sites need to be allocated. The Proposed Allocations (paragraph 2.17) invite comments on anything currently excluded from the Draft Plan. In terms of strategic distribution, the Proposed Allocations consider two sites (Freeport / EMP90 (part) and north of J11 M42 / EMP82) but note (paragraph 6.13) that depending on the outcome of further work the allocation of one, both, neither or different sites could be justified.

In this context – from a position that more allocations are needed, and the current consultation invites comments on excluded or different sites – it is considered that site EMP87 (Areas 1, 2 and 3 east of Ashby de la Zouch) should be allocated. Site EMP87 was previously promoted through the Call for Sites albeit with some challenges given the alignment of HS2. That (HS2) constraint has now fallen away.

The detailed site assessment prepared by the Council identifies three particular matters which mitigate against its allocation. One essentially relates to how the effect on the SAC might be managed, whilst the others relate to landscape and visual matters, and highways and access. Heritage assets are also identified in this locality.

#### *Effect on the SAC*

It is not clear why this should be identified as a particular constraint for site EMP87. For other draft allocations (site EMP82, but also for example site EMP60) it is simply recorded amongst the policy criteria as a matter to be addressed.

More generally, though, the challenge faced by development and its effects on the SAC relate to nutrient neutrality and in particular preventing additional Total Phosphorous being released into the River Mease.

Development of the type anticipated on site EMP87 would not provide any residential or overnight accommodation. It would not increase the population within the River Mease SAC catchment and the foul water generated by the workers would already be accommodated within the methodology for calculating Total Phosphorus neutrality. Therefore, there is not a requirement for such development to remove nutrients from foul water generated within the site. That said, measures could be introduced on site such as the inclusion of a water recycling centre to assist with this issue if necessary.

For surface water, a calculation would need to be undertaken to assess Total Phosphorous load as existing, Total Phosphorous load with development in place, and then offer mitigation measures to ensure no net additional Total Phosphorous is released. At the outset, taking the land out of agricultural use would reduce the Total Phosphorous load. Beyond this, SuDS features can be employed to achieve any further reduction required. These might include for example a combination of separators, swales, detention basins, ponds within floating treatment wetlands, filter strips / drains, and permeable paving.

As such, with thoughtful design there should be no reason why the effect on the SAC should impede the development of the site.

#### *Landscape and Visual*

It is of course likely that any strategic employment allocation will involve an incursion into the countryside, likely on greenfield land. There are no sites within settlement boundaries or sufficient brownfield resource to accommodate this.

In any event, the site is influenced by the surrounding road infrastructure, including the A42 and A512 and their junction, and these have resulted in large changes to the landscape during the last 20 or so years. As a result, the majority of the landscape feature are comparatively young. However, these, together with the topography, provide good visual enclosure, particularly to

the north of the A512. Local views from the area to the south and east of the site take in large warehouse type buildings within Ashby-de-la-Zouch to the west. The Council's Sensitivity Site Appraisals document assessed the site as being of medium sensitivity to employment development which reflects the existing condition of the landscape and its character and views.

Mitigation measures for landscape and views should include the retention of existing landscape features as far as is practicable, including belts of woodland and watercourses. The PRoW extending through the site might be retained in a green corridor, connecting into a wider integrated green and blue infrastructure network. Additional mitigation measures may be required at the southernmost and highest point of the site, in order to mitigated views from the south. In this way, it is considered that development can successfully be accommodated here from a landscape and visual perspective.

### *Highways and Access*

The Council's detailed site assessment recognises that site EMP87 occupies an ideal location for major employment development by virtue of its immediate access to the to the Strategic Road Network whilst having a minimal impact on local residents.

Whilst the site is separated from Ashby by the A42, this is typical for logistics focussed development, and recognised by the NPPF and DfT Circular 01/2022. These documents emphasise that planning policies should recognise the specific locational requirements of storage and distribution operations, which typically require convenient access to the SRN, often separated from the closest settlements.

The Council's assessment states the site is not served by public transport, but this is incorrect, the site is bisected by the 29 bus route between Swadlincote, Ashby, Coalville and Leicester, and runs at between 20 – 30 minute intervals throughout the day, including in the early morning and late evening. The site already therefore has access to a high-quality bus service making the site accessible to the local workforce. Furthermore, development of this scale would enhance the viability of the service, and subject to discussion with Arriva Bus, enable additional services to be implemented aligning with shift patterns. The assessment scoring should be updated to reflect this, changing the 'significant negative (--)' scoring to 'significant positive (++)' in accordance with the site assessment methodology.

The site assessment states that safe and suitable vehicular access from Ashby Road would not be possible as it would be contrary to section IN5 of the Leicestershire Highway Design Guide. This notwithstanding, an appropriate junction design can be provided here. The site benefits from an extensive frontage onto Ashby Road. Preliminary studies indicate the potential for two access points from Ashby Road, utilising a ghost island right turn and a roundabout to ensure network resilience. Although modelling of the A42 junction will be necessary, initial assessments have identified space for capacity improvements if needed. If required, this could include additional lanes on the entry arms from the A42 slip roads.

The barriers for active travel suggested by the Council are noted. However, the approval of recent B2 / B8 developments in the vicinity, including G-Park Ashby and Land East Of Corkscrew Lane, has confirmed development in this area would be consistent with national policies on sustainability, especially when combined with the existing high quality bus service. It is anticipated that through the Local Plan site allocation process, further opportunities to improve connectivity for walking and cycling will be investigated.

### *Heritage*

There are no known designated archaeological heritage assets or built heritage assets within the site. Two listed buildings, a conservation area and registered park and garden are present locally to the extent that their setting might be affected by development. It is considered that any such potential effects can be suitably managed through appropriate sympathetic design and master planning with embedded mitigation measures that minimise harm. It is not considered that these assets represent a significant constraint to the site's development. Some

archaeological investigation is expected to be required through the planning process, but again it is not considered that this will affect the development potential of the site.

### *Overview*

Read as a whole, this demonstrates that any misgivings about site EMP87 are misplaced. Site EMP87 is a deliverable site suitable for allocation and readily capable of being brought forward for employment development. In this context, and again cognisant of the need explained elsewhere in these representations to identify more employment land, site EMP87 should be allocated.

An initial illustrative framework plan has been prepared to show how development might be accommodated here (Appendix 2). This shows a series of development plateaus with extensive areas set aside for landscaping, drainage attenuation and ecology, and access provided off the A512.

## **APPENDIX 1**

### **Industrial and Logistics Needs Assessment**

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# North West Leicestershire District Council Draft Local Plan 2020-2040

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Regulation 18 Consultation

Industrial and Logistics Needs Assessment

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# Executive Summary

## Purpose of the Report

- The report provides an evidence-based and objective overview of the need for new industrial & logistics (I&L) development within NWL and the wider Leicester and Leicestershire Functional Economic Market Area (FEMA).
- We review the relevant employment evidence related to I&L uses: the Strategic Warehouse Study (2021, amended 2022) which covers larger warehouses above 9,000 sqm (henceforth referred to as strategic B8 – strategic B2 uses have not been accounted for in the Strategic Warehouse Study) in the FEMA; and the Stantec Study (2020) which covers non-strategic warehouse and industrial premises below 9,000 sqm (henceforth referred to as I&L uses excluding strategic B8) in NWL; and
- Objectively assess the future need for new I&L development in NWL and the wider FEMA having regard to local, sub-regional and national supply and demand signals.

## NWL is a Prime I&L Location



- NWL falls within the Leicester and Leicestershire FEMA which comprises the local authorities of **Blaby, Charnwood, Harborough, Hinckley & Bosworth, Leicester, North West Leicestershire, Melton and Oadby & Wigston.**
- NWL has excellent connections to the **strategic road network (SRN)**, with the M/A42, the A50 and the M1 all being located within the district.
- NWL sits within the core **Golden Triangle** comprising the broad area between Leicester, Rugby and Coventry where most major population centres in the UK are within a 4 and a half hour drive.

## I&L Growth is Structural, Not Cyclical

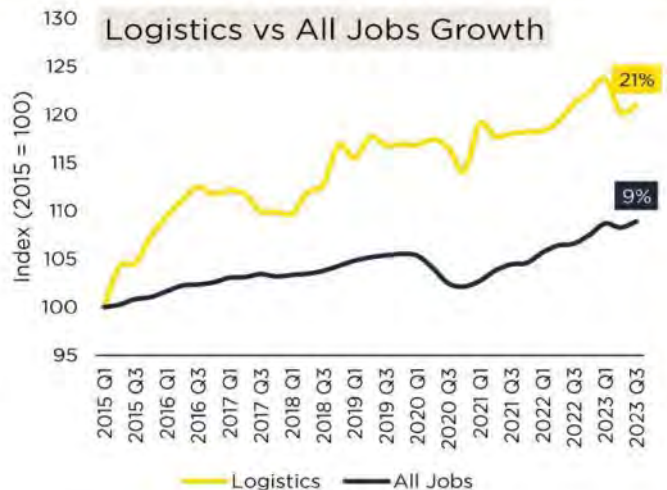
The I&L sector is a major contributor to the national economy and should be considered critical national infrastructure

Rise of E-commerce

Global Freight Flows

Protecting Supply Chains

- Since 2015 the logistics component of the I&L sector has seen job growth of 21% compared to only 9% across the wider economy.
- The I&L sector pays higher wages across the UK with average annual pay £3,800 higher for Manufacturing and £2,700 higher for Logistics than the national average.
- The sector supports a high-skilled and occupationally diverse labour profile. This is in response to increased automation and robotics in the sector and more advanced supply chain processes.



EXECUTIVE SUMMARY

NWL's I&L Market is Severely Supply-Constrained



Current availability rate of 3.9% (2024 YTD)

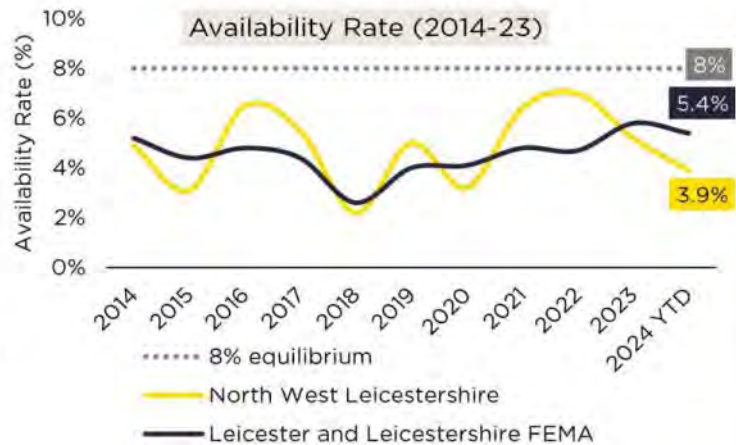
Currently less than 1 year of I&L supply immediately available

Strong rental growth of 81% (2014-23)

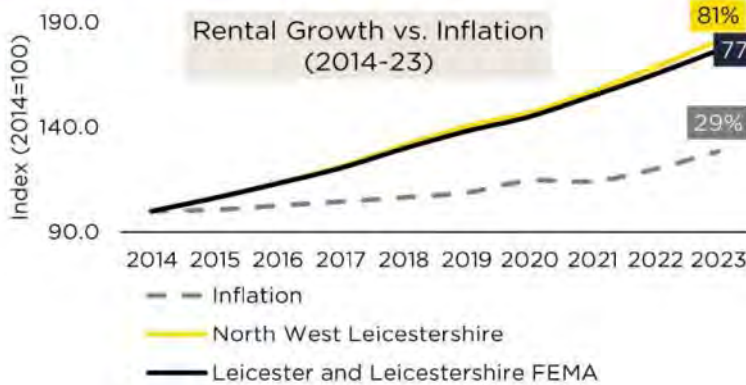
Despite supporting a significant I&L market, the sector's potential is being inhibited by a lack of supply in NWL and the wider FEMA. This is demonstrated by the following key metrics.

Low Availability

- A market is supply constrained when floorspace availability is below the 8% equilibrium benchmark when supply and demand are broadly in balance.
- Availability in NWL and the FEMA has been below the 8% equilibrium for the last decade.
- This in turn suppresses demand as not all occupiers can find space to meet their needs.



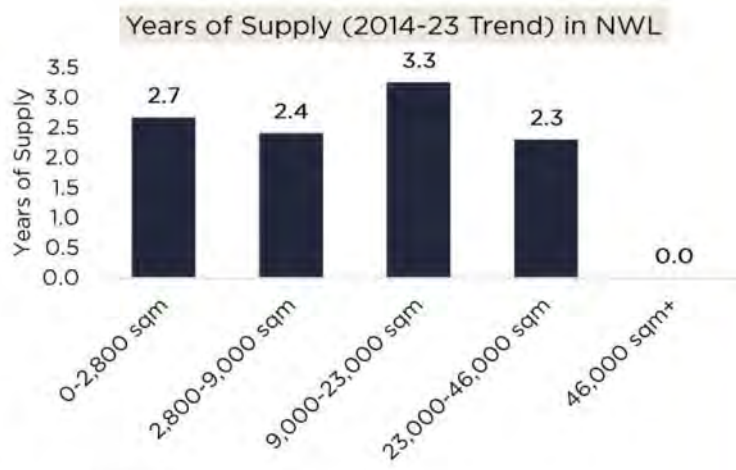
High Rental Growth



- When demand outstrips supply, rental growth is typically higher as occupiers compete for limited available stock. This in turn drives up rents.
- Across NWL and the FEMA, rents have grown by 81% and 77% respectively between 2014 and 2023, more than twice the rate of inflation over the same period at 29%.

Limited Years of Supply

- When we compare current availability (supply) to net absorption (demand) trends in NWL, we can see that there is an immediate need for new supply across all size bands.
- When using the 2014-2023 trend for net absorption per annum the least supply constrained size band (9,000-23,000 sqm) only has 3.3 years of supply remaining, with the other size bands at critically low levels of supply.
- The largest size band of 46,000 sqm+ currently has no availability.





The Council's Employment Evidence Underestimates I&L Demand



**Strategic Warehouse Study (2021, amended 2022) – Strategic B8 Demand across FEMA**

- Preferred demand estimation is **lower than the past completions trends**;
- **Different plot ratios** are used for different demand models;
- There is no consideration of **strategic B2 floorspace**;
- Demand for **road-served sites** is underestimated; and
- **Air freight and LGV traffic** are not taken into account

**Stantec Study (2020) – I&L uses excluding Strategic B8 Demand in NWL**

- Preferred demand estimation method based on GVA outputs **does not take account of historic supply constraints** which the study itself notes as a limitation
- Preferred demand estimation method is **completely different to the methods used by the Strategic Warehouse Study**, resulting in lack of consistency between local and regional demand forecasts

There is a Significant Supply Shortfall in NWL

- Savills' demand methodology takes a market signals approach, and **addresses the methodological flaws of NWL's evidence base** to provide a complete picture of future I&L demand.
- Savills' methodology is NPPG-compliant as it builds on past trends, adjusting for historic supply shortages and the subsequent loss in demand ('suppressed demand'). We also factor in future e-commerce growth.
- Based on Savills' demand methodology, over a 20-year period, we estimate future I&L floorspace demand in NWL to be between **2.7 million sqm and 2.9 million sqm**. Our estimates are compared to the evidence base in the table below.
- NWL has around 1 million sqm of I&L supply, which results in a shortfall of **1.7 million sqm to 1.9 million sqm**, as shown in the chart opposite.

Savills NWL Demand Estimates vs. NWL Supply



EXECUTIVE SUMMARY

I&L Demand Over a 20-year Period	Savills Demand Estimates	Employment Evidence Estimates	Difference
FEMA level: Strategic B8	3.2 million sqm to 3.4 million sqm	2.4 million sqm	755,900 sqm to 986,900 sqm
NWL level: Strategic B8	1.5 million sqm to 1.6 million sqm	n/a	n/a
NWL level: I&L Uses excluding Strategic B8	1.2 million sqm to 1.3 million sqm	295,500 sqm (with NWL adjustments)	898,800 sqm to 984,900 sqm

NWL, a prime I&L location, has significantly underestimated future demand for I&L floorspace and there is a corresponding supply shortfall. This suggests that there is a need for NWL to allocate more land in the new Local Plan to meet this demand.

# 1 Introduction

## 1.1 Purpose

1.1.1 Savills have been instructed by St Modwen to support its Local Plan Representations in response to the North West Leicestershire (NWL) Draft Local Plan Regulation 18 consultation.

1.1.2 This report provides an evidence-based and objective overview of the need for new industrial & logistics (I&L) development within NWL and the wider Leicester and Leicestershire Functional Economic Market Area (FEMA). It is an update of the Savills 'Future Industrial & Logistics Demand - North West Leicestershire and Wider Sub-Region' Report produced in March 2022 in response to the Development Strategy and Policy Options consultation.

1.1.3 Within this report we:

- Review the relevant employment evidence related to I&L uses, both larger warehouses above 9,000 sqm (henceforth referred to as strategic B8 - strategic B2 uses have not been accounted for in the FEMA's evidence base) and non-strategic warehouse and industrial premises below 9,000 sqm (henceforth referred to as I&L uses excluding strategic B8); and
- Objectively assess the future need for new I&L development in NWL and the wider FEMA having regard to local, sub-regional and national supply and demand signals.

## 1.2 Context

1.2.1 As noted in the Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation (2024) document (henceforth referred to as the Regulation 18 Policies Document), NWL falls within the Leicester and Leicestershire Functional Economic Market Area (FEMA) which comprises the local authorities of Blaby, Charnwood, Harborough, Hinckley & Bosworth, Leicester, North West Leicestershire, Melton and Oadby & Wigston, as shown in **Figure 1.1**.

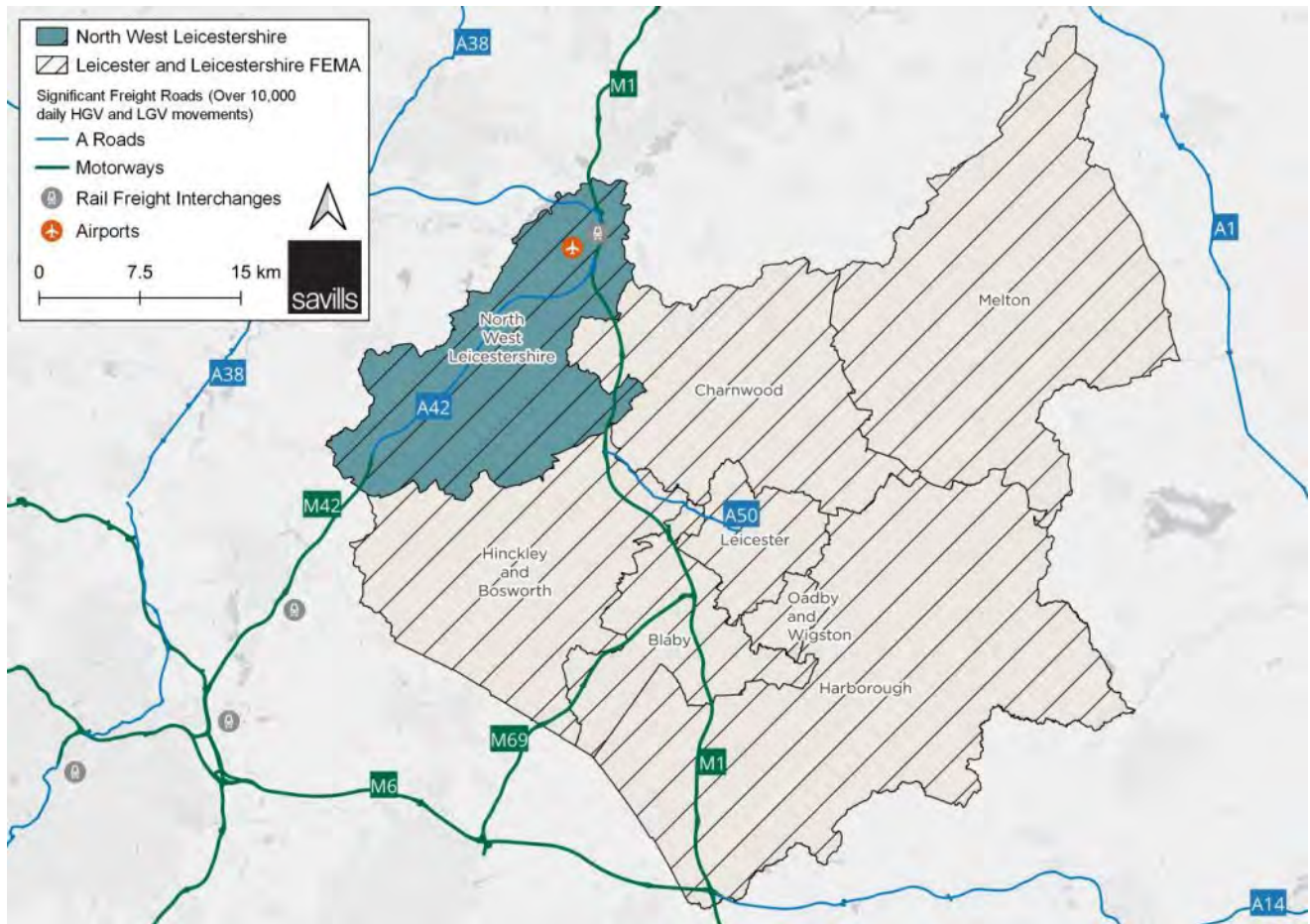
1.2.2 The Policies Document highlights that the district has excellent connections to the strategic road network (SRN), with the M/A42 (J11-14), the A50 (J1) and the M1 (J22-24) all being located within NWL<sup>2</sup>. NWL sits within the core Golden Triangle comprising the broad area between Leicester, Rugby and Coventry where most major population centres are within a 4 and a half hour drive, making the district a prime location for I&L occupiers and development<sup>3</sup>.

<sup>1</sup> Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation (2024), para 7.2, p.80

<sup>2</sup> *Ib d.*, para 7.1, p.80

<sup>3</sup> *Ib d.*, para 7.3, p.80

Figure 1.1 Leicester and Leicestershire FEMA



Source: Savills, 2024

- 1.2.3 Two studies have been undertaken to determine future I&L demand within NWL - the North West Leicestershire: The Need for Employment Land Study (2020) (Stantec Study) which assesses demand for I&L uses excluding strategic B8, and the Warehousing in Leicester and Leicestershire Study (2021, amended March 2022) (Strategic Distribution Study) which assesses demand for strategic B8 warehousing.
- 1.2.4 We review these studies and their respective methodologies for estimating future floorspace and land needs in **Section 3** of this report.
- 1.2.5 The Draft North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations for Consultation (2024) document (henceforth referred to as the Regulation 18 Allocations Document) outlines a total requirement of 339,794 sqm of I&L floorspace excluding strategic B8 over the period 2017 to 2040<sup>4</sup>. Taking account of net completions between 2017 and 2023, net permission as of March 2023 and the Money Hill adopted Local Plan allocation, the remaining requirement stands at 114,562 sqm<sup>5</sup>.
- 1.2.6 In light of these requirements, 6 sites are proposed for allocation totalling 127,710 sqm.

<sup>4</sup> Draft North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations for Consultation (2024) Table 3, p.67

<sup>5</sup> Ibid

This slightly exceeds the remaining requirement, but the Regulation 18 Allocations Document notes that the requirement is expressed as a minimum<sup>6</sup>.

- 1.2.7 The Leicester and Leicestershire local authorities have commissioned a study (which is in preparation) to advise on how best to distribute future need for strategic B8 uses across the FEMA. In the meantime, the Regulation 18 Allocations Document identifies 2 sites which could potentially accommodate future strategic distribution demand within NWL.

### 1.3 Report Structure

1.3.1 This report is structured as follows:

- Section 2 outlines the benefits of the industrial and logistics (I&L) sector
- Section 3 reviews NWL and the FEMA's employment evidence base documents
- Section 4 assesses the strength of the I&L market in NWL and the FEMA
- Section 5 provides Savills estimate of future demand for I&L floorspace and land in NWL and the FEMA
- Section 6 provides Savills assessment of the supply of I&L floorspace and land within NWL
- Section 7 provides Savills recommendations for future I&L floorspace and land need in NWL and the FEMA

### 1.4 Reader Note

1.4.1 When we refer to the industrial and logistics (I&L) sector we mean Light Industrial (formally B1c use class now part of Class E), General Industry (B2 use class) and Storage and Distribution (B8 use class). Effectively the primary use classes that require warehouse-type units (including ancillary offices) and associated yard spaces. These use classes typically cover the diverse range of industrial, manufacturing and logistics companies that operate within England.

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<sup>6</sup> Draft North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations for Consultation (2024), para 5.4, p.68

## 2 Benefits of the I&L Sector

### Introduction and Key Conclusions

#### Section Aim:

- This section considers some of the key trends that have been driving growth in the I&L sector.
- We draw upon analysis from Savills' recent publication for the British Property Federation (BPF) 'Levelling-Up - The Logic of Logistics' , Savills' Big Shed Briefings, and other relevant research

#### Key Conclusions:

- Not only has the I&L sector been outperforming other commercial sectors in the UK for some time, it is also 'critical national infrastructure' that supports the functioning of our economy and the way we live our lives.
- The I&L sector enables the movement of goods across a multi-modal network of road, rail, air, and water routes. Most businesses draw on supply chains that rely upon these multiple modes of transport and on the transfer between freight nodes to warehouses, and then finally onto the end customer.
- Without these facilities, the delivery of our purchases would be much slower, more expensive and we would have less choice.
- The I&L sector also makes a significant contribution to the national economy, and supports a diverse range of well-paid jobs.
- It is vital to support those sectors which are proving to be resilient (such as I&L) and are therefore well-placed to provide new employment opportunities to help mitigate job losses in other sectors and underpin the economic recovery.

2.1.1 The 2 page infographic below presents the key national level trends impacting the I&L sector.

Significant Freight Infrastructure



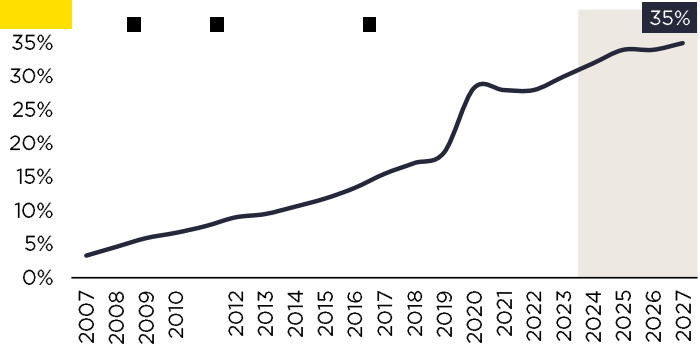
The past decade has seen the I&L sector undergo a remarkable transformation, reshaping operating models and occupier requirements. The sector is also 'critical national infrastructure' that supports the functioning of our economy and the way we live our lives.

The I&L sector enables the movements of goods across a multi-modal network of road, rail, air, and water routes. Most businesses draw on supply chains that rely upon these multiple modes of transport and on the transfer between freight nodes to warehouses, and then finally onto the end customer.

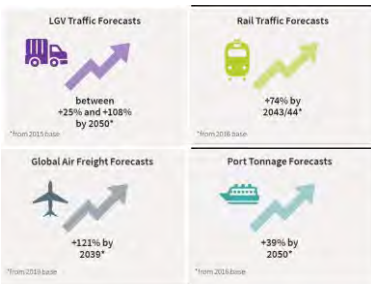
Without these facilities, the delivery of our purchases would be much slower, more expensive and we would have less choice.

E-commerce has grown substantially over the past decade, with the Covid-19 pandemic accelerating this trend. Statista, a respected source of online retail projections, estimate that online retail will grow to 35% by 2027 versus 19% in 2019.

The growth in online shopping has significant implications on future I&L demand given that e-commerce requires around 3 times the logistics space of traditional bricks-and-mortar retailers (Prologis, 2016)



Source: ONS (Historic), Statista (Forecast)



Source: DfT, MDS Transmodal, Boeing, Savills

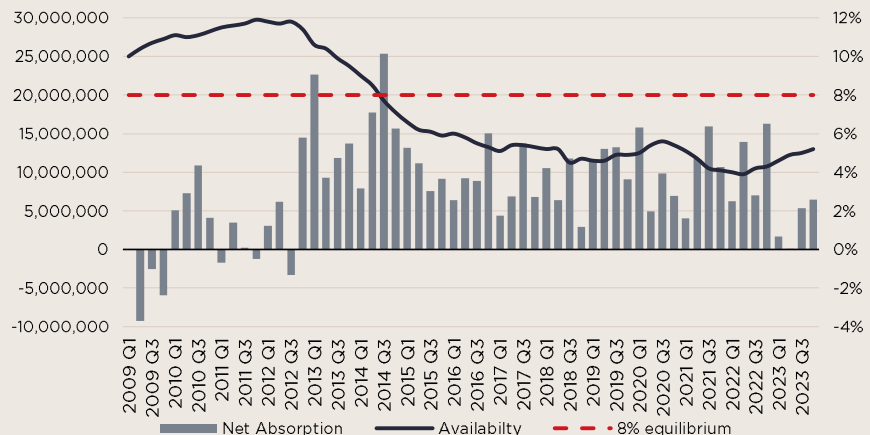
Freight flows are another key driver of I&L floorspace demand. Significant growth is forecast across all freight modes. Freight arriving and leaving the UK needs to be sorted, packaged and distributed via a network of freight handling infrastructure (i.e. ports, airports, rail freight interchanges and motorways) and conveniently located I&L premises to reach end customers.

Recent geopolitical challenges have highlighted the UK's reliance on unpredictable international supply chains. As such, companies have started to re-shore and near-shore their operations closer to end customers in the UK to minimise future disruptions. This results in a net increase in demand for I&L units in the UK.

Continued strong demand has meant availability has remained below the 8% equilibrium rate at the national level for much of the last decade.

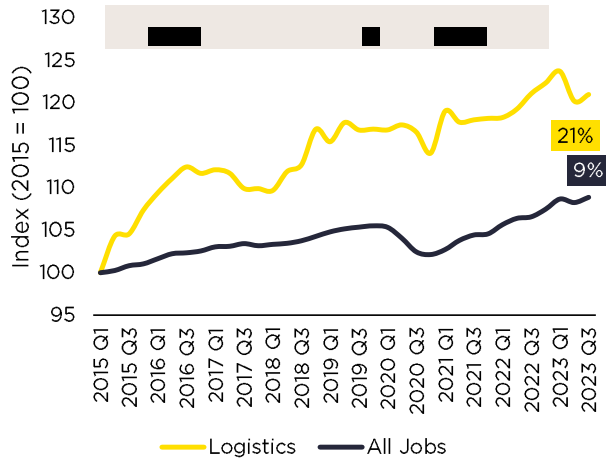
When new development is built it is quickly occupied. The lack of available supply means demand is 'suppressed' as not all occupiers can find the space they need.

To eliminate this supply-demand imbalance, more development is needed at a rate above historic levels.

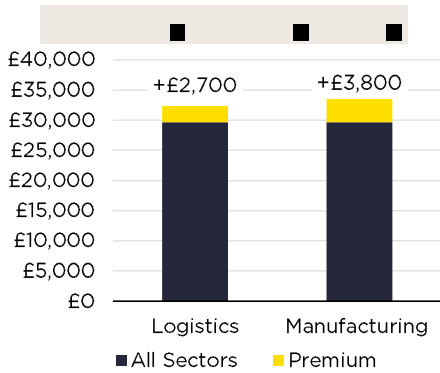




The logistics sector is the fastest growing segment of our economy, both in recent years and over the long term. Between 2015 Q1 and 2023 Q3 the number of jobs in the logistics sector grew by 21% compared to only 9% across the economy as a whole.

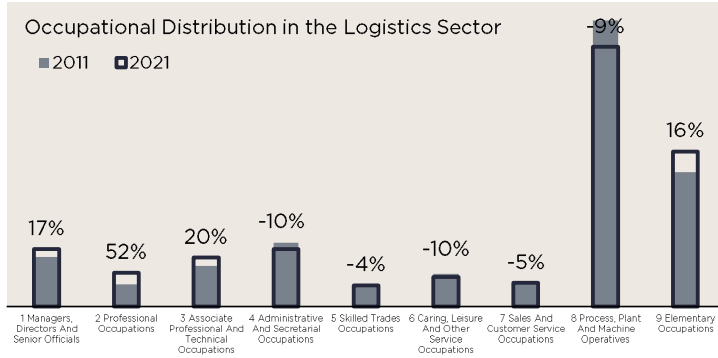


Source: ONS Workforce Jobs by Industry



Notwithstanding its importance in terms of employment and GVA contribution, the I&L sector is subject to a number of misconceptions about average pay levels and skills. Compared to the All-Sector average, Logistics and Manufacturing sectors' annual median wages are +£2,700 per annum higher and +£3,800 per annum higher respectively. In addition, entry-level jobs in logistics are relatively well-paid, with median annual pay being 47% higher than across jobs in the same occupational category (Frontier Economics, 2022).

Source: ONS ASHE



Source: ONS Annual Population Survey



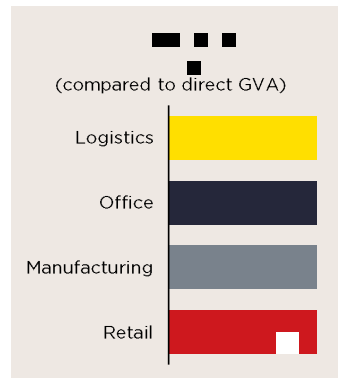
The jobs offered within the sector are becoming higher skilled and more diverse. Within the Transportation and Storage industry, the highest skilled occupations (Groups 1-3) have increased by 25% between 2011 and 2021. These roles are associated with engineering and technological professions in response to automation and robotics and increased office collocation.



Common misconception about the I&L sector being a low-density employer, fails to recognise the wider role it plays in supporting jobs which are not physically within a warehouse but are enabled by its operations. For every 10 new warehousing jobs created onsite, another 7 to 12 jobs are created offsite.



The indirect GVA of logistics in the UK is 2.0 times the direct GVA, vastly greater than other sectors. This effectively measures the role it plays in supporting other business sectors and the economy more generally.



Source: ONS Input Output Tables 2019

## 3 Evidence Base Review

### Introduction and Key Conclusions

#### Section Aim:

- In this section, we review the most recent employment evidence, namely the Strategic Warehouse Study and the Stantec Study, assessing their methodologies and findings.

#### Key Conclusions:

- The Strategic Warehouse Study has a number of methodological issues, the most concerning of which is that its preferred demand estimation is lower than the past completions trends. Other issues include:
  - the use of different plot ratios for different demand models;
  - no consideration of strategic B2 floorspace;
  - demand for road-served sites is underestimated; and
  - air freight and LGV traffic are not taken into account.
- As a result of the continued strength of the I&L market, supply continues to be depleted at a much faster rate than anticipated. This has direct implications for the amount of land which is necessary to meet future needs over the plan period.
- The Stantec Study prepared for NWL in 2020, looks only at I&L uses excluding strategic B8. The preferred demand estimation method based on GVA outputs does not take account of historic supply constraints. The Study itself notes this as a limitation, and states that its estimates should be treated as a minimum as future demand has likely been underestimated.

### 3.1 Regional Employment Evidence Uses Inconsistent Methods and Underestimates Market Demand

- 3.1.1 Table 3.1 below summarises the two main employment evidences concerning I&L demand in the FEMA in terms of their respective scopes, estimation methods used, their future I&L demand recommendations and Savills view of each report's methodological weaknesses.
- 3.1.2 The Strategic Warehouse Study focuses on strategic B8 uses, and estimates demand across the FEMA over a 21-year period to 2041.
- 3.1.3 The Stantec Study on the other hand focuses on I&L uses excluding strategic B8 in NWL over a 22-year period (2017-2039).



**Table 3.1 Local and Sub-Regional Employment Studies**

Study	Scope	Recommendations	Methodological Issues (Savills View)
<p><b>Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change (2021) prepared by GL Hearn, MDS Transmodal and Icenl (Strategic Warehouse Study 2021) (amended March 2022)</b></p>	<ul style="list-style-type: none"> <li><b>Geographic scope:</b> Leicester City and Leicestershire Region</li> <li><b>Uses:</b> Strategic B8 (9,000+ sqm)</li> <li><b>Time period:</b> 2020-2041</li> </ul>	<ul style="list-style-type: none"> <li><b>Strategic B8 (FEMA-wide):</b> 861 ha (including 5 year safety margin)</li> </ul>	<ul style="list-style-type: none"> <li>Preferred employment needs methodology results in less demand than historic trend in direct contrast with the strength of the I&amp;L market.</li> <li>Demand estimates per annum are lower than HENA’s estimates for strategic B8 made in 2017, even with a 5 year safety margin. Again in direct contrast with the strength of the I&amp;L market.</li> <li>Does not address strategic needs for B2 floorspace.</li> <li>Unrealistic apportionment of demand to rail served sites vs road based sites.</li> <li>Does not recommend how the regional need / demand is apportioned amongst local authorities in the region.</li> </ul>
<p><b>North West Leicestershire The Need for Employment Land prepared by Stantec (Stantec Study 2020)</b></p>	<ul style="list-style-type: none"> <li><b>Geographic scope:</b> North West Leicestershire</li> <li><b>Uses:</b> I&amp;L uses excluding strategic B8</li> <li><b>Time period:</b> 2017-2039</li> </ul>	<ul style="list-style-type: none"> <li><b>I&amp;L uses excluding strategic B8:</b> 47 ha</li> </ul>	<ul style="list-style-type: none"> <li>Preferred demand estimation method based on GVA outputs does not take account of historic supply constraints which the study itself notes as a limitation</li> <li>Preferred demand estimation method is completely different to the methods used by the Strategic Warehouse Study, resulting in lack of consistency between local and regional demand forecasts</li> <li>Different time period used to the Strategic Warehouse Study, again highlighting inconsistencies between local and regional demand forecasts</li> </ul>

3.1.4 The above summary clearly demonstrates both reports ‘do not talk to one another’ which is a by-product of them using different demand estimation methods and focusing on different segments of the market (i.e. large warehouses above 9,000 sqm versus smaller warehouse and industrial units). While both reports note demand has outpaced supply historically, neither have addressed the impact low availability has on ‘suppressing’ demand as tenants can’t find the space they need.

3.1.5 In terms of their estimation methods, the reports use a combination of past completions or freight flows to estimate future I&L demand. Neither of these methods have proved accurate in estimating future demand. If they did, availability wouldn’t have remained low across the

FEMA and NWL for the last decade. As a result, we have seen rental growth far above inflation as occupiers compete for limited available stock.

- 3.1.6 As we discuss further in **Section 4** and **Section 5**, availability has been below the level we consider to represent a balance between supply and demand for most of the last decade. This equilibrium rate is around 8% nationally, a level the FEMA has been below since 2014. As a result, the FEMA has experienced I&L rental growth of 77%, more than twice the rate of inflation (29%) over the last decade.
- 3.1.7 As we discuss in detail below, these studies have a number of methodological flaws. The Stantec Study uses GVA Outputs to estimate future demand which the study itself notes as flawed because it does not address historic supply constraints.
- 3.1.8 The Strategic Warehouse Study uses a different set of demand estimation methods; its preferred method based on replacement floorspace and road and rail freight flows. While this is an interesting approach, its final recommendations are not sensible given its future floorspace demand estimates are below historic completions. This is completely contrary to market realities whereby demand in the East Midlands is currently 47% above the long term trend and vacancy remains low<sup>7</sup>.

### 3.2 Warehousing and Logistics in Leicester and Leicestershire (The Strategic Warehouse Study, 2021)

- 3.2.1 The Strategic Warehouse Study was prepared by GL Hearn with MDS Transmodal. The Study focuses on large scale warehouse facilities (B8) greater than 9,000 sqm, and estimates demand across the FEMA over a 21-year period to 2041. **The need for large B2 units of 9,000 sqm plus across the FEMA is not covered by the study** despite this representing a small but significant component of occupier demand, as we discuss below.
- 3.2.2 The Study uses different estimation methods compared to the Stantec Study undermining any synergy between both. The estimation methods it explores include:
- **Labour demand:** based on Oxford Economics jobs forecasts which are then translated into floorspace using employment densities and then into a land requirement using a 40% plot ratio;
  - **Historic trends:** based on historic completions data; and
  - **Replacement + Traffic Growth:** based on the need to replace obsolete stock and need to handle freight traffic growth. Traffic growth is translated into floorspace demand, which is then split between road-based and rail-based. Floorspace estimates are translated into a land requirements using a 35% plot ratio for road-based and 25% plot ratio for rail-based.
- 3.2.3 A summary of the floorspace demand estimates from these methods is tabulated below in **Table 3.2**. The estimates cover the period between 2020 and 2041.

<sup>7</sup> Savills Research (2024) Big Shed Briefing: The Logistics Market in the East Midlands, available at: <https://www.savills.co.uk/research/articles/229130/3558-0-0>

Table 3.2 Strategic Warehouse Study Estimated Need by Model Type (2020 to 2041)

Type	Model Name	Description	2041 Needs ('000 sqm)
Labour Demand	Labour demand	Assumes the baseline model for all sectors	-50
	Labour demand sensitivity	Assumes baseline model for warehouse and related sectors for growth-only districts	161
Historic Trends	Completions trend	Reflects large warehouse floorspace delivery over the 2012-19 period, projected forwards	2,702
	VOA trend	Models growth-only districts 2011-18 projected forwards, all warehouse and industrial stock including losses	1,941
Replacement + Traffic Growth	High replacement, central traffic growth	30 year stock longevity and baseline traffic growth	2,466
	Low replacement, central traffic growth	40 year stock longevity and baseline traffic growth	2,061
	High replacement, sensitivity test traffic growth	30 year stock longevity and higher traffic growth from heightened e-commerce trading as a result of Covid-19	2,571
	Low replacement, sensitivity test traffic growth	40 year stock longevity and higher traffic growth from heightened e-commerce trading as a result of Covid-19	2,166

Source: GL Hoarn, Savills

3.2.4 The preferred model is the “*High replacement, sensitivity test traffic growth*” which estimates 2,571,000 sqm of floorspace demand by 2041. This model relies on two factors driving future demand:

- **Replacement Build:** requiring new large-scale warehousing to replace existing obsolete buildings.
  1. This assumes the life of a modern warehouse building is 30 years.
  2. Over a 21-year period this corresponds to 70% of existing stock (21 years / 30 years = 70%).
  3. This leads to an estimated demand of 1,620,000 sqm by 2041.
- **Growth Build:** future demand driven by the need to handle growth in volume of consumer goods handled.

1. This is derived from growth in annual freight volumes delivered directly to large scale distribution centres.
2. The chosen model variant assumes higher growth in traffic induced by heightened e-commerce trading occurring since the onset of the Covid-19 pandemic.
3. The traffic forecasts are then converted into floorspace need “using generally accepted ‘conversion factors’ which relate annual tonnage throughput and floor space at large scale ‘high bay’ type warehouses”<sup>8</sup>.
4. This leads to an estimated demand of 308,000 sqm by 2041.

3.2.5 The **Replacement Build and Growth Build** components are then combined as follows:

1. Floorspace demand from the two components leads to a combined demand of 1,928,000 sqm.
2. A 5 year margin for flexibility is then applied, leading to an overall requirement of 2,571,000 sqm.

3.2.6 Floorspace demand from the above step is apportioned to rail-served and road-served sites at a 43% and 57% share respectively. Floorspace is then converted to land requirements assuming a 35% plot ratio for road-based and 25% plot ratio for rail-based sites. This equates to demand for 861 ha.

3.2.7 Below we summarise our views on the methodology adopted in this study.

*The preferred model underestimates true demand*

3.2.8 A major concern with the preferred model is that its total demand estimate of 2,571,000 sqm is lower than the historic trend model based on completions at 2,702,000 sqm. This does not reflect reality given I&L demand for large units in the East Midlands has been strong with take-up in 2023 surpassing 2022 levels and the long-term average by 47%<sup>9</sup>. Despite an increase of supply in 2023, the vacancy rate remains low at 6.68%<sup>10</sup>. This strong performance in 2023 indicates the resilience of the sector given the current macro-economic challenges around high borrowing costs and high inflation.

3.2.9 The lack of available supply within the I&L sector is not a recent occurrence but is historic. When supply, as signalled by floorspace availability, is low, demand is ‘suppressed’ as prospective tenants can’t find space in a market. 8% availability is typically referred to as the equilibrium level at a national level when supply and demand are broadly in balance (as sourced in publications such as the GLA’s Land for Industry, Transport SPG 2012<sup>11</sup>) and the British Property Federation’s Levelling Up – Logic of Logistics’ report<sup>12</sup>. We discuss the 8% equilibrium

<sup>8</sup> Para 8.25, p.109

<sup>9</sup> Savills Research (2024) Big Shed Briefing: The Logistics Market in the East Midlands, available at: [https://www.savills.co.uk/research\\_articles/229130/355810-0](https://www.savills.co.uk/research_articles/229130/355810-0)

<sup>10</sup> Ibid

<sup>11</sup> GLA, Land for Industry and Transport Supplementary Planning Guidance, September 2012, Section 3.7. Available at: <https://www.london.gov.uk/programmes-strategies/planning/implementing-london-plan/london-plan-guidance-and-spgs/land-industry-and#the-document-32213-title>

<sup>12</sup> BPF, Levelling Up – The Logic of Logistics 2022. Available at: <https://bpf.org.uk/our-work/research-and-briefings/levelling-up-the-logic-of-logistics/>

rate further in **Section 5**.

- 3.2.10 Below this level, available supply becomes tight and rents increase as occupiers compete for limited available stock. NWL's I&L market has been below the 8% benchmark for the last decade. The Strategic Warehouse Study notes the lack of supply in several instances (i.e. Sections 3 and 6), however instead of trying to address this issue, and its impact on demand, it appears to further accentuate the issue by recommending less demand than the historic 'supply constrained' (i.e. completions) trend.
- 3.2.11 Not only are historic trends not reflective of the current and future strength of demand in the sector, the Study's use of completions as a demand measure is fundamentally flawed. Development completions is a supply measure, not a demand measure. While new floorspace can be delivered on existing sites through redevelopment and intensification, it mainly depends on new employment sites being made available (allocated) for development via the planning system. The length of time and complexities involved in delivering sites, particularly those of a strategic scale, is why supply measures (completions) typically lag actual demand (net absorption). Therefore the use of a lagging supply measure, and the projection of this forward into the future, results in an underestimate of 'true' market demand.

*The Study uses different plot ratios*

- 3.2.12 Plot ratios are used to convert floorspace demand to land requirements. The Strategic Warehouse Study applies different plot ratios across the different demand models. Such inconsistency is not considered justified. For instance the historic trend model uses a plot ratio of 40% based on historic evidence but the preferred Replacement + Traffic Growth model uses 35% for road and 25% for rail sites.
- 3.2.13 While we agree these lower plot ratios are more representative of larger warehouse development, the primary output of each model is their future floorspace demand estimations not plot ratios. By using different plot ratios to translate floorspace to land, the Study has removed the ability to compare results from the different models on a 'like for like' basis. For instance the past completions method (including a 5-year margin)<sup>15</sup> has a much higher future floorspace requirement but only a slightly higher land requirement (3.3 million sqm gives 869 ha) compared to the preferred method (2.571 million sqm gives 861 ha). This is due to the past completions trend being based on a more land efficient plot ratio of circa 40% (which, it should be noted, is too high and does not reflect market realities for many large unit schemes).
- 3.2.14 If the same road and rail plot ratios were also used for the past completions method (including a 5-year margin)<sup>14</sup>, its land requirement would increase to 1,120 ha (made up of 575 ha (road) and 545 ha (rail)). This is **259 ha higher** than the preferred method (861 ha) clearly showing the considerable impact of using different plot ratios.

*Demand for B2 strategic floorspace is not taken into account*

- 3.2.15 In line with national trends, and as a result of the region's location and accessibility, the vast majority of take-up of larger units is by companies within the logistics / warehouse sector.

<sup>15</sup> A five year margin of flexibility of 643,000 sqm is added to the past completions estimation of 2.7 million in order to compare the preferred method on a 'like for like' basis.

<sup>14</sup> Ibid

However, the East Midlands also continues to account for a significant and above average proportion of UK manufacturing output. Manufacturing accounts for 16% of economic output in the region and 11% of jobs, compared to the national average of 10% and 7.5% respectively<sup>15</sup>. Savills Industrial Agency also advise B2 occupiers comprises circa 20% of total I&L demand.

### 3.2.16 Examples of recent large scale manufacturing investment in the FEMA include:

- Caterpillar, the American construction, mining and other engineering equipment manufacturer, took a 11,896 sqm unit at the Griffen Park scheme in Hinckley & Bosworth in July 2023.
- Power Towers, a supplier of mobile elevated working platforms, took a speculative unit of 9,290 sqm at Leicester Distribution Park in December 2019.
- Countryside Properties let a 33,381 sqm build to suit unit at Mountpark Bardon II in March 2020 for a modular production facility.
- Roca Ltd, a bathroom manufacturer, let a refurbished unit of 13,487 sqm at Interlink 145, Bardon in September 2018.

3.2.17 Given the important role that the manufacturing sector plays in the East Midlands, and that B2 uses occupy similar types of units to B8, their needs should also be considered. Savills demand estimates in Section 5 take account of future strategic B2 needs.

#### *Several key assumptions are not substantiated*

3.2.18 Based on an assessment of trends within the I&L sector, the study separately quantifies the need for rail-served and non-rail (road-based) floorspace and land.

3.2.19 The Study notes that new warehouses are constructed partly to accommodate growing traffic volumes over the long term - this forms the 'growth build' element of the Study's preferred demand forecasts. The focus is commodities which pass through large scale distribution centres (excluding bulk and semi-bulk cargoes such as aggregates and forest products) - in 2019 and forecast to 2041. These specific commodities are not identified in the Study, but are set out in the Leicester and Leicestershire Strategic Distribution Sector (SDS) Study Part A Interim Report, published in 2014. They include Beverages, Food (fresh, perishable and non-perishable), Furniture, Clothing, Manufactured Articles, Paper and Card (including packaging), Parcels and Wood/Cork Manufactures<sup>16</sup>.

3.2.20 The current and forecast freight volumes are produced using the MDS Transmodal GB Freight Model. For those commodities which pass through large scale distribution centres, it estimates the total volume of cargo currently destined for Leicestershire, and the proportion estimated to be delivered directly to large scale distribution centres.

3.2.21 National level data estimates significant growth across all freight modes, with LGV traffic estimated to grow between +9% and +73% between 2025 and 2060 and HGV traffic between

<sup>15</sup> Business Register and Employment Survey (2022); ONS (2023) Regional gross value added (balance) by industry: all International Territorial Level (ITL) regions

<sup>16</sup> MDS Transmodal & Savills (2014) Leicester and Leicestershire Strategic Distribution Sector Study: Part A Interim Report, para 3.2, footnote 6

5% and 27%<sup>17</sup> and rail traffic by +74% by 2043/44. However, in spite of this strong forecast growth, the preferred model, based on freight traffic forecasts, predicts future floorspace demand below past completions. If freight is forecast to grow, and we know freight growth is linked to demand for I&L floorspace, it is therefore not reasonable to expect lower demand for I&L floorspace than past completions – as the preferred model suggests.

- 3.2.22 The Study estimates that 45% of road freight traffic destined for the East Midlands will be delivered to a distribution centre (assumed to be a unit of 9,000 sqm plus). This is based upon research undertaken as part of the East Midlands Strategic Distribution Study prepared by Savills and MDS Transmodal which was published in 2006. As noted in Section 2, there have been significant changes in the sector since this time including the significant growth of e-commerce. The accuracy of this figure now (and even more so in 2041) is therefore questionable.
- 3.2.23 The main issue is likely to be around the assumption for converting freight traffic to floorspace. This key assumption is not explained in the document, its only reference at paragraph 8.25 is to say “*generally accepted conversion factors*.” This is a fundamental assumption in the model and should have been presented with more transparency. In contrast, more detail was provided for the alternative methods not taken forward in the Study. For instance, for the labour demand method, the conversion factor when relating labour demand (jobs) to floorspace was clearly stated as based on densities from the HCA’s 2015 guide, which we recognise as industry standard.

*The targets for rail served sites appear unrealistic*

- 3.2.24 The Study considers three scenarios in relation to the proportion of new build warehousing required at rail-served sites (i.e. 26%, 43% and 60% rail). 26% is already a highly ambitious figure while 60% is not justified as being realistic; neither is the 43% mid-point.
- 3.2.25 The lower scenario (26%) is based on forecasts by Network Rail undertaken in 2018<sup>18</sup> and the highest scenario is on the assumption that all demand for units of 25,000 sqm is met at rail served sites,<sup>19</sup> with the final scenario of 43% representing a middle ground. The Study asserts that the proportion of new floorspace to be rail-served should be in excess of the Network Rail forecasts as a result of changes in national planning policy, high growth rates in intermodal rail freight, the cost competitiveness of rail freight services over road, and the decarbonisation agenda.
- 3.2.26 It is clearly unrealistic to assume that all units in excess of 25,000 sqm will be located at a rail-served site. The number of SRFIs within the FEMA are limited. While new ones are planned they can take a considerable amount of time to come forward. Furthermore, many occupiers don’t need to be located on a SRFI given their supplies don’t come in via a port or they need more regular supplies or lower volumes that rail freight routes typically support. Whilst the rail agenda is critically important and should be fully supported due to the wide ranging benefits it can bring, there is a danger of downplaying the continued need for road freight for a large proportion of B8 uses.

<sup>17</sup> Department for Transport, National Road Traffic Projections 2022

<sup>18</sup> National Rail Freight Demand Forecasts

<sup>19</sup> *Ib id.* paragraph 9.8

*Air freight and LGV freight flows appear to be ignored*

- 3.2.27 The growth build element of the preferred model does not appear to take into account the role of air freight and associated I&L demand. This is despite East Midlands Airport (EMA) handling the second-highest volume of air freight in the UK<sup>20</sup>, after Heathrow, and being the UK's largest dedicated air cargo operation, making it the country's most important airport for express freight<sup>21</sup>. EMA was one of the top 10 airports in Europe by air traffic movements during the middle of the Covid-19 pandemic<sup>22</sup>. The Study also fails to account for the Airport's ambition to treble its cargo activity to 1 million tonnes a year over the next 20 years<sup>23</sup>, which will likely lead to increased demand for I&L premises located near the airport.
- 3.2.28 Similarly freight moved by LGV appears to have been ignored with only HGV movements considered. Paragraph 8.21 in the Study notes the road freight data is derived from the Department for Transport's Continuing Survey of Road Goods Transport (CSRGT) which obtains details of domestic activity of GB-registered HGVs<sup>24</sup>. Therefore LGV traffic, which is estimated to grow between +25% and +108% by 2050, is not taken into account. While we appreciate that HGV movements are more linked to larger warehouses, to infer LGV traffic has zero relationship is not correct. Again, this omission has likely led to underestimates in future strategic warehouse demand.

### 3.3 The Stantec Study (2020) North West Leicestershire - The Need for Employment Land

- 3.3.1 The Stantec Study was commissioned by NWLDC to assess the district's need for employment land in the period to 2039. Even though the Local Plan had been recently adopted at the time, the Council felt it had not identified enough employment land to meet its needs - as measured by the previous employment need assessment, the 2017 HEDNA. For example, the HEDNA expected office development to take up twice as much land as industrial but in practice more land had been developed for industry, suggesting that the HEDNA had misread the market.
- 3.3.2 With regard to industrial land, the Stantec study covers **non-strategic industrial space**, namely:
- **Core industrial space:** factories and workshops (B2)
  - **Non-strategic warehousing space:** small and mid-sized distribution / logistics units up to 9,000 sqm
- 3.3.3 It excludes **strategic warehousing**, a category comprising B8 units over 9,000 sqm which are instead covered by Strategic Warehouse Study (2021) discussed above.
- 3.3.4 The Stantec Study starts off by exploring two types of forecasts for estimating future industrial floorspace needs: one based on jobs and one based on output (GVA per sqm).
- 3.3.5 The **output forecasts** are then taken forward given growth in industrial output in NWL has historically more closely mirrored growth in floorspace than using growth in jobs. Experian

<sup>20</sup> Civil Aviation Authority (2022) UK Airport Data Table 14 International and Domestic Freight

<sup>21</sup> <https://www.easymidlandsairport.com/about-us/cargo/>

<sup>22</sup> Manchester Airports Holdings Limited. Unaudited Interim Report and Condensed Consolidated Financial Statements for the Six Months Ended 30 September 2020

<sup>23</sup> [https://www.mah-property.co.uk/app/uploads/2018/10/EMA\\_2018\\_Brochure\\_FinalProof2.pdf](https://www.mah-property.co.uk/app/uploads/2018/10/EMA_2018_Brochure_FinalProof2.pdf)

<sup>24</sup> <https://www.gov.uk/government/statistics/continuing-survey-of-road-goods-transport-gb-respondents-section>



(July 2020) and Oxford Economics (August 2020) forecasts are used as part of this analysis.

- 3.3.6 The GVA output forecasts are translated into employment floorspace using densities based on “*economic data and the Valuation Office Agency (VOA) floorspace statistics for 2017*”<sup>25</sup> in terms of £ million of GVA per sqm. This results in an estimated 26,126 sqm per annum (p.a.) from Experian and 27,566 sqm p.a. from Oxford Economics. Using this density effectively assumes that industrial activities on strategic and non-strategic sites contribute in equal measure to GVA on a £ per sqm basis. This assumption seems unlikely to hold true in reality and does not appear to be validated in the study.
- 3.3.7 In order to isolate future demand for non-strategic land, the Study considers historical evidence on the mix of industrial development in NWL based on annual monitoring data and VOA. Over the short-term, the share of non-strategic demand averages 5.5% over the last 10 years – leading to the ‘low scenario’, increasing to an average of 21.6% if a longer 19 year period is used – leading to the ‘main scenario’.
- 3.3.8 A vacancy rate of 7.5% is applied to both scenarios, to allow for units that are empty between tenancies and generally for choice and competition. This broadly corresponds with Savills’ 8% equilibrium availability rate (ie: when supply and demand are in balance). This is discussed in more detail in Sections 4 and 5
- 3.3.9 Finally, floorspace estimates are translated into land requirements applying a 40% plot ratio. This yields an estimate of 0.9 ha p.a. under the low scenario, and between 2 to 2.1 ha p.a. under the main scenario.
- 3.3.10 The Study considers the low scenario as not suitable due to historic supply constraints impacting the non-strategic land segment of the market. Therefore the main scenario is taken forward, estimating demand for circa 187,000 sqm of net additional floorspace, or circa **47 ha of land** over the **22-year plan period**.
- 3.3.11 While Savills considered the use of GVA outputs better than jobs, it is still a flawed metric for estimating future floorspace, and by extension, land demand. The I&L sector, like all property markets, is driven by the relationship between the supply of floorspace / land and how much demand there is for this supply. When demand exceeds supply, availability reduces and rents typically rise as occupiers vie for limited available stock. The strong demand and rising rents make building new floorspace attractive for investors. However, the delivery of new floorspace primarily relies upon new sites coming forward via the planning process (notwithstanding some net uplift in floorspace can be achieved via the intensification of existing sites).
- 3.3.12 In England, market demand and supply data is readily available via industrial agents, planning application information, Authority Monitoring Reports and commercial databases such as CoStar and EGi which record transactional information (demand), properties available to the market (availability) as well as data on rents, yields and tenant sectors. Given the wealth of market information available it is unclear as to why the Stantec Study has relied primarily on third party statistical models to try and understand future market demand rather than market data itself.

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<sup>25</sup> Para 3.12 p.16

- 3.3.13 The Stantec study does appear to recognise its own limitations: “The industrial forecast should be treated as a minimum, because historical evidence from the VOA suggests that the true demand could be much higher. **Unfortunately we cannot estimate that higher number, because land supply has been constrained for so long that we do not have solid evidence of what happened in a relatively unconstrained market**” [emphasis added].<sup>26</sup>
- 3.3.14 The Savills demand estimation method, discussed in Section 5, addresses the major flaw of the Stantec Study by being able to estimate demand that has been lost due to historic supply shortages. We refer to this as ‘suppressed demand’.
- 3.3.15 The recommendations from the Stantec Study have been taken forward in the NWL Regulation 18 Policies document. The overall demand for industrial/small warehousing is estimated at **339,794 sqm<sup>27</sup>**. This includes the Stantec requirement (adjusted to cover a period between 2017 to 2040), an allowance for losses between 2025 and 2040 and a flexibility margin equivalent to 5 years annual average completions. This breakdown is set out in Table 3.2 below.

**Table 3.2 Total Demand in the NWL Regulation 18 Policies document**

	Sqm
Stantec Requirement (2017 - 40)	195,500
Losses allowance (2025 - 40)	60,088
Flexibility Margin	84,206
<b>Total Requirement</b>	<b>339,794</b>

Source: Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation (2024)

<sup>26</sup> Para 6.1., p.64.

<sup>27</sup> Draft North West Leicestershire Local Plan 2020-2040 Proposed Policies for Consultation (2024), Table 4, p.82

## 4 I&L Demand & Supply Signals

### Introduction and Key Conclusions

#### Section Aim:

- Within this section, we consider supply and demand signals in the I&L markets of NWL and the wider FEMA. The aim of this analysis is to gauge the relevant market strength for I&L uses.
- The consideration of market signals is a key requirement of the NPPF (Paragraph 31) for underpinning the preparation and review of Local Plan policies.

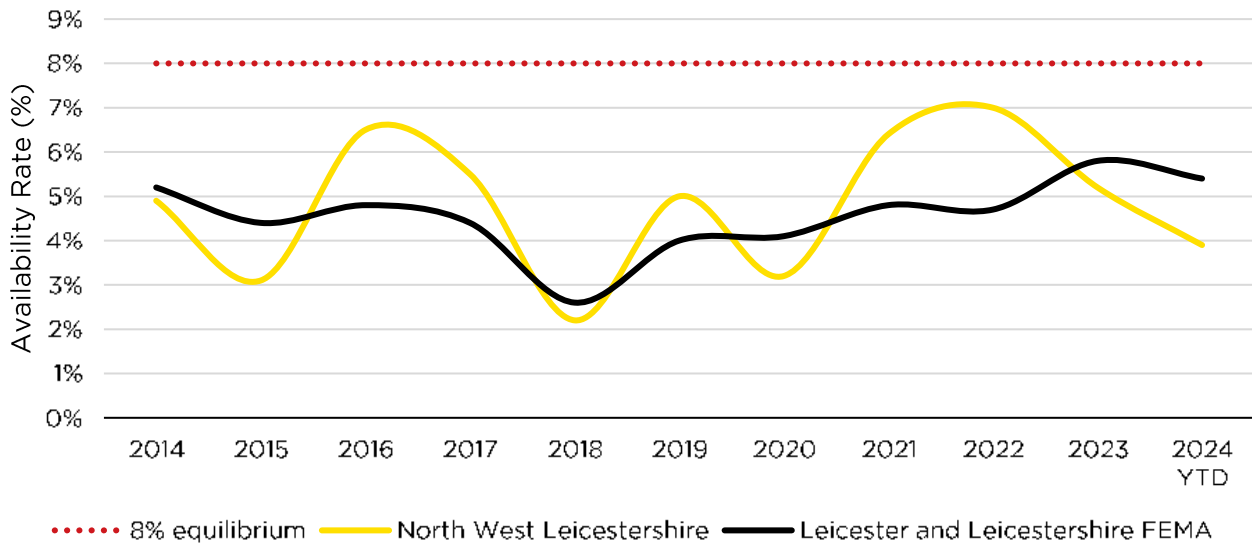
#### Key Conclusions:

- NWL and the FEMA have been supply constrained historically with availability having been below the 8% equilibrium rate for much of the last decade. Current availability stands at 3.9% for NWL and 5.4% for the FEMA.
- Rental growth within NWL and the FEMA, which has been more than twice the rate of inflation over the last decade. This can be attributed to supply struggling to keep pace with demand.
- There is currently 3 years or less of immediately available I&L supply across all size bands in NWL with no availability within the largest size band of 46,000 sqm+, suggesting an immediate need for new I&L supply.

### 4.1 NWL and the FEMA are Supply Constrained

- 4.1.1 At the national level, 8% availability across all size bands is commonly referred to as the level where a market is broadly in balance (i.e. equilibrium frictional capacity) in terms of supply and demand. Below this level available supply becomes tight and rents increase as strong occupier demand compete for limited available stock. We discuss the evidence behind the 8% equilibrium rate in **Section 5**.
- 4.1.2 As shown in **Figure 4.1**, availability in NWL has been below the 8% equilibrium for the last decade and is currently just 3.9%. This is also true for the FEMA which has been below the 8% equilibrium since 2014. This shows that the I&L market has been supply-constrained for a considerable period of time which in turn suppresses demand as not all occupiers can find space to meet their needs. As a result, they are either forced to remain in their existing premises, even if not ideal for their operational requirements, or alternatively have to leave the area to find suitable premises elsewhere, taking the jobs and investment they generate with them.

Figure 4.1 Availability Rate within NWL and the FEMA

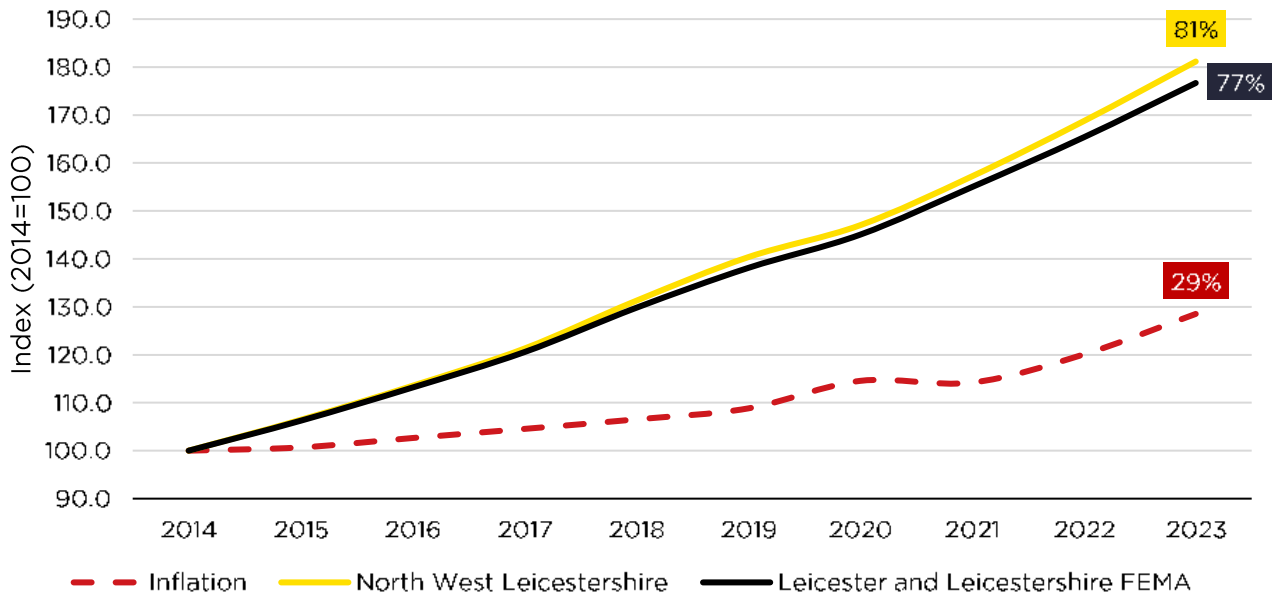


Source: CoStar, Savills 2024

## 4.2 Strong Rental Growth

- 4.2.1 Another key market indicator for understanding the relationship between supply and demand is rental growth. When demand outstrips supply, rental growth is typically higher as occupiers compete for limited available stock. This in turn drives up rents. Conversely, when there is sufficient supply to accommodate demand, rental growth is lower, typically tracking inflation more closely.
- 4.2.2 Within NWL, rents have grown well above the rate of inflation. This corroborates the availability analysis in support of Figure 4.1, that the District has been supply constrained historically with its availability rate being below the 8% equilibrium for much of the last decade.
- 4.2.3 Figure 4.2 shows that rental growth has been substantially greater than inflation in NWL and the FEMA. In NWL, rents increased by 81% between 2014 and 2023 compared to the FEMA increasing by 77%, with both of these values substantially above inflation, which only rose 29% over the period.

Figure 4.2 Rental Growth Vs. Inflation (2014-2023)



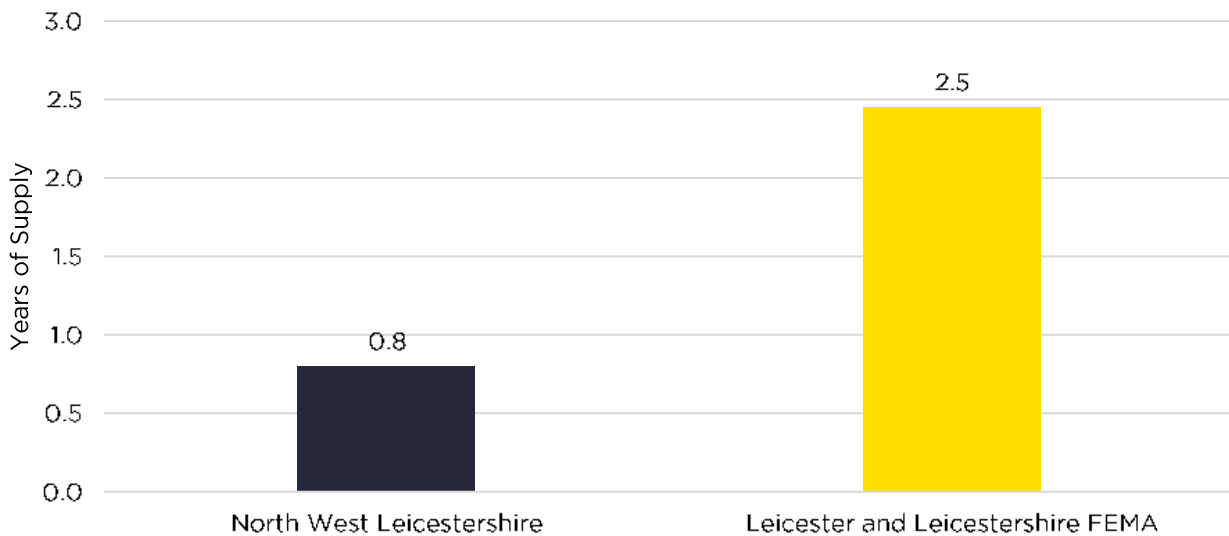
Source: CoStar, Savills 2024

### 4.3 Limited Years of Supply

4.3.1 As discussed earlier, both the FEMA and NWL are supply constrained, with availability well below the 8% equilibrium. This is further illustrated by looking at years of supply, which is how many years the market can continue to operate at with existing net absorption<sup>28</sup> trends before all currently available space is taken up.

4.3.2 As shown in Figure 4.3 below, when using the 10-year (2014-2023) trend for net absorption both NWL and the FEMA has less than 3 years of supply available, suggesting an immediate need for I&L floorspace.

Figure 4.3 Years of Immediately Available Supply in NWL and the FEMA (Excluding Planning Pipeline)



<sup>28</sup> Net absorption is a measure of floorspace demand (move ins minus move outs)

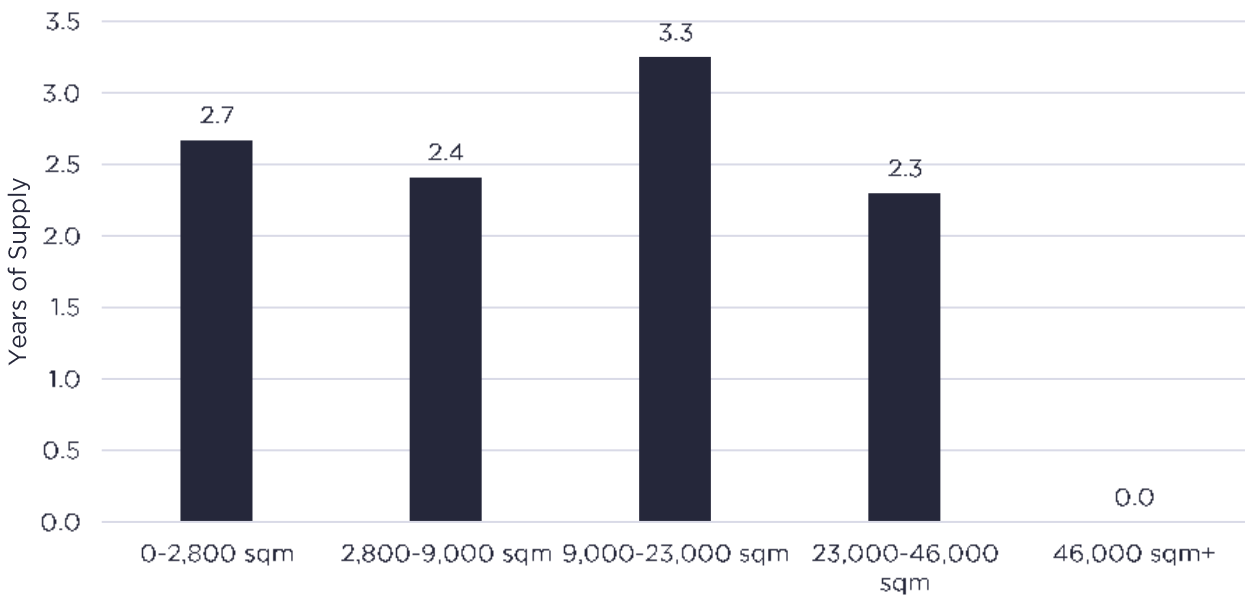
Source: Savills, CoStar

**4.4 New Supply is Required Across All Size Bands**

4.4.1 When we compare current availability (supply) to net absorption (demand) trends in NWL, we can see that there is an immediate need for new supply across all size bands.

4.4.2 When using the 2014-2023 trend for net absorption per annum the least supply constrained size band (9,000-23,000 sqm) only has 3.3 years of supply remaining, with the other size bands at critically low levels of supply. The largest size band of 46,000 sqm+ currently has no availability.

**Figure 4.5 Years of Immediately Available Supply By Size Band in NWL (excluding pipeline)**



Source: Savills, CoStar

## 5 Savills Future I&L Demand Estimates

### Introduction and Key Conclusions

#### Section Aim:

- The purpose of this section is to estimate future I&L land demand in the FEMA, and then apportion this wider demand to NWL specifically.
- This is then compared with the estimates from both the Strategic Warehouse Study and the Stantec Study to demonstrate that future I&L demand has been underestimated in both NWL and the FEMA
- The Savills methodology consists of a layered approach to estimating demand, comprising of two elements: Historic and Suppressed Demand, and E-Commerce Uplift.
- This section provides an update on the demand estimates presented in the Savills 'Future Industrial & Logistics Demand - North West Leicestershire and Wider Sub-Region' Report produced in March 2022 (the Savills Report 2022).
- To ensure our future estimates are conservative we have excluded the rebound years from the Global Financial Crisis (2012-2013) and the Covid years (2020-2022) when I&L demand (i.e. net absorption) were extremely strong. Instead, we have focused on the 2014 to 2019 period. As a result, we consider our demand estimates to be minimum figures.

#### Key Conclusions:

- Savills demand estimates are higher than the employment evidence for both strategic B8 and for I&L uses excluding strategic B8 over a 20-year plan period. These comparisons are tabulated below.

	Savills demand estimates	Employment evidence estimates	Difference
FEMA Level: Strategic B8	3.2 million sqm to 3.4 million sqm	2.4 million sqm	755,900 sqm to 986,900 sqm
NWL Level: Strategic B8	1.5 million sqm to 1.6 million sqm	n/a	n/a
NWL Level: I&L uses excluding strategic B8	1.2 million sqm to 1.3 million sqm	295,500 sqm (with NWL adjustments)	898,800 sqm to 984,900 sqm

## 5.1 Savills Demand Estimation Methodology

- 5.1.1 We present below Savills' full methodology for estimating future I&L demand. Our methodology is considered to address the methodological issues we raised against both the Strategic Warehouse Study and the Stantec Study in Section 3.
- 5.1.2 Our methodology is considered to be compliant with the requirements of the Planning Practice Guidance ('PPG') as it:
- Analyses 'market signals, including trends in take up and the availability of logistics land and floorspace across the relevant market geographies'<sup>29</sup>. If a market is identified as being supply constrained (i.e. demand exceeds supply) such as the FEMA, the Savills model supplements the historic demand profile accounting for suppressed demand (i.e. demand lost due to historic supply constraints).
  - Applies 'economic forecasts to identify potential changes in demand and anticipated growth in sectors likely to occupy logistics facilities, or which require support from the sector'<sup>30</sup>. The Savills' method quantifies how much I&L floorspace growth is linked to current and future e-commerce growth which is the major growth driver for the sector, driving both demand for the supply-chain, and also the manufacturing of goods.
- 5.1.3 Based on the above, we consider our approach to estimating future I&L demand to be NPPF/NPPG compliant and industry best practice. It has been endorsed by the British Property Federation ('BPF') in the 'Levelling Up - The Logic of Logistics' report, which was shortlisted for an RTPI Award for Research Excellence 2022. The BPF Industrial Board, who commissioned the report, consists of many of the major investors and thought leaders in the I&L sector including St. Modwen Logistics, The United Kingdom Warehousing Association, IM Properties, Newlands Developments, Segro, GLP, Tritax Symmetry, and the BPF itself. The report has also been referenced as part of the Government's recently published 'Future of Freight Plan', and has been the focus of several discussions with senior officers at DLUHC and DfT. Our approach has also been recently considered in the Warehousing and Logistics in the South East Midlands Study. It is also being used as one of the estimation methods as part of the West Midlands Strategic Employment Sites Study.
- 5.1.4 Facilitating growth in the I&L sector is also a key priority of the NPPF, namely:
- Paragraph 85 which states: *'Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt...The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. This is particularly important where Britain can be a global leader in driving innovation, and in areas with high levels of productivity, which should be able to capitalise on their performance and potential.'*
  - Paragraph 87 which states: *'Planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making*

<sup>29</sup>

In accordance with PPG, Paragraph: 031 Reference ID: 2a-031-20190722

<sup>30</sup>

1b.d



*provision for clusters or networks of knowledge and data-driven, creative or high technology industries; and for **storage and distribution operations at a variety of scales and in suitably accessible locations**.*

(Savills emphasis in bold).

5.1.5 Savills takes a layered approach to estimating demand, comprising of the following two elements:

- **Calculate the FEMA historic and suppressed demand:** Firstly we consider future demand from the FEMA. Our future demand calculations within the FEMA include 'suppressed demand' or demand lost historically due to supply constraints. The FEMA I&L demand is then apportioned down to NWL.
- **Estimate additional demand associated with e-commerce growth:** Secondly we consider increases in demand associated with future e-commerce growth which is the major growth driver for the sector, driving both demand for the supply-chain, and also the manufacturing of goods. This is considered at FEMA level and then apportioned to NWL.

5.1.6 We consider the full market for I&L units in the first instance, estimating demand for all unit sizes and relevant planning use classes covering light industrial, manufacturing and warehousing. This is considered a more robust approach as it relies on a larger pool of data and the fact light industrial, manufacturing and warehouse occupiers desire similar types of premises with similar locational characteristics.

#### Step 1 – Historic and Suppressed Demand

- This demand estimate builds upon historic take-up (net absorption), adjusting past trends for historic supply shortages and the subsequent loss in demand. We refer to this as 'suppressed demand' which is added to the historic demand trend as a top-up.
- We estimate FEMA I&L demand to be **5.7 million sqm or 1,632 ha** of land over a 20 year period.
- Apportioning this figure down to NWL results in demand for **2.7 million sqm or 773 ha** of land for I&L uses over the same time period.
- The steps are detailed below.

#### *Step 1A: Estimating Demand over the Local Plan Period*

5.1.7 We assume a 20-year plan period which is consistent with the NWL Regulation 18 Policies Document<sup>31</sup>.

#### *Step 1B: Estimation of Historic Demand*

<sup>31</sup> The main representations question the length of the Plan period. If the period is adjusted then it will clearly affect the precise future requirements for employment land within NWL, but not the central conclusion around the inadequacy of supply as expressed in the Council's evidence base.

- 5.1.8 This is based on the average annualised net absorption for the FEMA at 146,800 sqm per annum for the overall I&L market between 2014 and 2019. Savills considers net absorption to be the leading measure of demand for floorspace as it indicates the quantum of net floorspace occupied over a period of time (i.e. move-ins minus move-outs) based on lease deals.
- 5.1.9 We do not consider land take-up/completions as an accurate measure of demand. Development completions is a supply measure which primarily depends on new land being allocated as part of the Local Plan process followed by the grant of planning permission before new development is constructed. This is a lengthy process which explains why completions (new supply) typically lags demand (net absorption) as it has been the case in the FEMA between 2014 and 2019. Using net absorption rather than completions results in a higher historic demand profile. For example, average net absorption per annum was 13% higher than average net deliveries per annum in the FEMA between 2014 and 2019 .

#### *Step 1C: Estimation of Suppressed Demand*

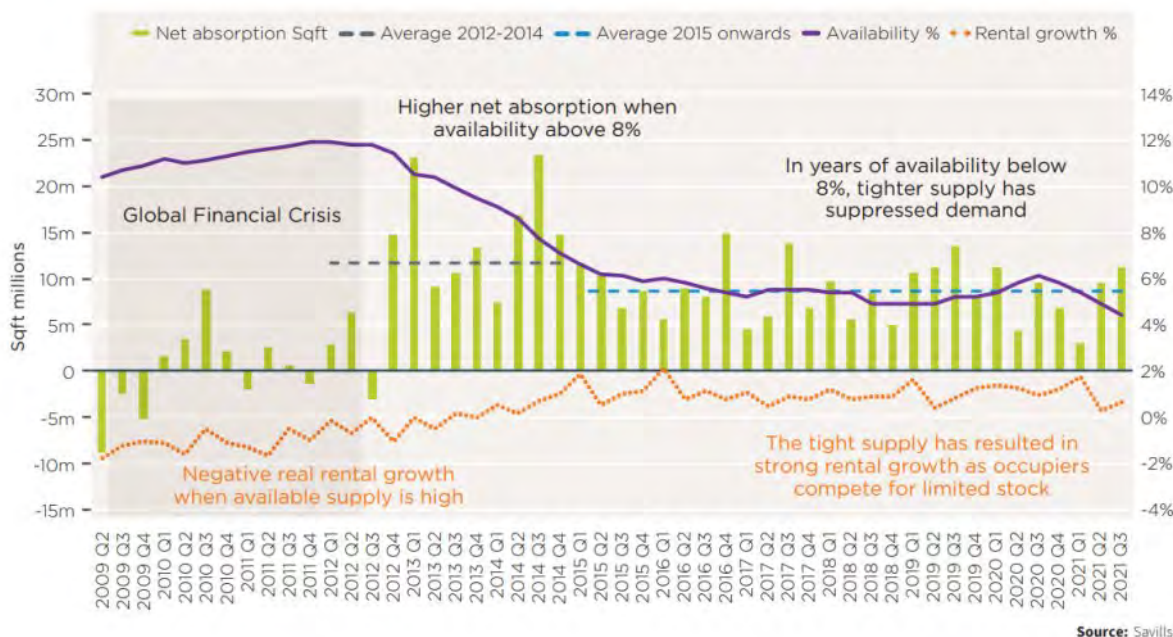
- 5.1.10 The rationale for accounting for suppressed demand is that when sufficient supply isn't available, demand cannot be accommodated. This is the top-up figure to be added to the historic demand (net absorption) trend to account for years when the market was supply constrained.
- 5.1.11 Supply and demand are inextricably linked across all commercial property sectors. Put simply if demand exceeds supply, rents typically rise more quickly as occupiers vie for limited available stock. This can have a number of wider implications. For example, new companies aren't able to move into a market area, nor are existing companies able to find new space if their floorspace needs change, for instance, due to expansion. It may also happen that some existing local companies get priced out of the market as they can't afford the increasing rents. As a result, companies have to locate to areas that are not ideal in terms of serving their customer base, thereby increasing travel times and the costs of doing business, not to mention environmental impacts. The lack of supply may also mean companies are forced to occupy space that is not entirely suitable for their operational needs impacting productivity.
- 5.1.12 We describe a market where supply doesn't keep up with demand as being 'supply-constrained'. Limited supply in a strongly performing market, such as the FEMA's I&L sector, means that demand cannot be fully satisfied, typically resulting in strong rental growth. As demonstrated in **Section 4**, the FEMA's I&L rents have increased by 77% between 2014 and 2023, indicating new supply has struggled historically to keep pace with the strong demand. This is over double the rate of inflation over the same time period<sup>32</sup>.
- 5.1.13 At the national level the market equilibrium level, where supply and demand are broadly in balance and rents are more stable is around 8% availability. This benchmark rate is found in a number of prominent publications such as the GLA's Land for Industry and Transport Supplementary Planning Guidance (SPG).
- 5.1.14 If one studies real rental growth (i.e. rental growth adjusted for inflation) over the past decade at the national level and observes its relationship to availability, it becomes clear that I&L rents

<sup>32</sup> OBR November 2023 Economic and Fiscal Outlook: Economy Supplementary Tables – Table 1.7. Available at: <https://obr.uk/economic-and-fiscal-outlooks/>

begin to grow strongly when availability is below 8%. This relationship is clearly illustrated in Figure 5.1 below. When availability was above 8% between 2009 and 2014, real rental growth (net of inflation) was either negative or only slightly positive. This enabled demand to be accommodated as sufficient supply was available.

5.1.15 However since 2014, as availability dipped below 8% and has stayed below this level ever since at the national level, real rents have grown strongly year-on-year. During this period, net absorption has been lower than the 2009-2014 period despite the I&L sector going from strength to strength. The clearly shows the suppressing nature tight availability (below 8%) has had on I&L demand nationally.

Figure 5.1 Historic Net Absorption (sqft), Availability (%) and Real Rental Growth (%) in England



Source: CoStar, OBR, Savills

5.1.16 The 8% benchmark is also applicable to the FEMA, given its I&L market has broadly followed the same trajectory as the national market. Within the FEMA, I&L availability dropped below the 8% equilibrium level in 2014 (see Section 4, Figure 4.1), similar to the national market. In terms of I&L rents, the FEMA began outpacing inflation from around 2014 when availability dropped below 8% (see Section 4, Figure 4.2), same as the national market.

5.1.17 The individual steps for calculating the FEMA's suppressed demand are as follows:

- **Step 1C(i):** For years where availability has been below the 8% equilibrium threshold, we calculate the quantum of floorspace necessary to achieve 8% availability (Column 'Av. To EQ (sqm)' in Table 5.1, calculation F);
- **Step 1C(ii):** We then take the average of the ratio between net absorption and available floorspace for every year over the past decade (Calculation E averages 43% for the FEMA based on Column 'Net Absorption/Availability');

- **Step 1C(iii):** We apply this average to the estimated floorspace required to reach 8% availability in each year where the market is below the 8% availability threshold to estimate each period's suppressed demand (Calculation F\*E in Column 'Suppressed Net Absorption (sqm)');
- **Step 1C(iv):** We calculate average suppressed net absorption between 2014 and 2019. This gives the annualised suppressed demand figure to be used as a top-up to the historic trend. The estimated average suppressed demand figure for the FEMA is 146,800 sqm per annum between 2014 and 2019.

5.1.18 Table 5.1 shows the relevant calculations.

5.1.19 To ensure our future estimates are conservative we have excluded the rebound years from the Global Financial Crisis (2012-2013) and the Covid years when I&L demand (i.e. net absorption) were extremely strong. Instead, we have focused on the 2014 to 2019 period. As a result, we consider our demand estimates minimum figures.

Table 5.1 Suppressed Demand Calculations

	A	B	C=(A*B)	D	D/C	F=(8%-B)*A	F*E
Year	Inventory (sqm)	Availability (%)	Availability (sqm)	Net Absorption (sqm)	Net Absorption / Availability	Av. To EQ (sqm)	Suppressed Net Absorption (sqm)
2023	10,699,281	5.8%	620,558	59,283	10%	235,384	101,618
2022	10,457,204	4.7%	491,489	702,013	143%	345,088	148,978
2021	9,698,346	4.8%	465,521	277,243	60%	310,347	133,980
2020	9,384,573	4.1%	384,767	436,716	114%	365,998	158,005
2019	9,052,037	4.0%	362,081	361,859	100%	362,081	156,314
2018	8,618,453	2.6%	224,080	148,099	66%	465,396	200,916
2017	8,532,974	4.4%	375,451	72,655	19%	307,187	132,616
2016	8,489,800	4.8%	407,510	70,088	17%	271,674	117,284
2015	8,327,353	4.4%	366,404	85,730	23%	299,785	129,420
2014	8,301,851	5.2%	431,696	142,663	33%	232,452	100,352
2013	8,276,201	6.9%	571,058	220,012	39%	91,038	39,302
2012	8,274,352	9.3%	769,515	215,611	28%	-107,567	-

E = average  
Suppressed Demand = Average

Source: CoStar, Savills 2024

- **Step 1C(v):** The final step requires adding the combined annualised historic and suppressed demand figures, and multiplying this by the number of years in the plan period (20 years), as shown in **Table 5.2**. This gives a total floorspace demand of **5.7 million sqm** for the FEMA over a 20-year plan period.

**Table 5.2 Total Historic and Suppressed Demand Calculations**

	sqm
(A) Annualised historic demand (sqm)	146,800
(B) Annualised suppressed demand (sqm)	139,500
(C) Total annualised demand (A+B) (sqm)	286,300
(D) Total demand over 20-year plan period (C*20) (sqm)	5,726,700

*Source: Savills; Figures may not sum due to rounding*

**Step 1D: Savills Estimate of Future I&L Demand Across the FEMA**

5.1.20 As discussed above, the Stantec Study used a 40% plot ratio<sup>55</sup> while the Strategic Warehouse Study adopted a 35% for road-based sites and a 25% ratio for rail-based sites. Based on our experience, recent changes in the I&L sector means that occupiers are moving towards larger building footprints and requiring lower site coverage to allow for adequate yard space, cross-docking, sustainable urban drainage, and strategic landscaping. These modern occupier requirements imply a lower plot ratio. Savills considers a 35% ratio as appropriate, on a conservative basis.

5.1.21 Some relevant case studies to evidence this plot ratio as being appropriate are detailed in **Table 5.3** below. Using a 35% plot ratio results in demand for 1,632 ha of land for I&L uses in the FEMA.

<sup>55</sup> Plot ratio is the ratio of developable floorspace to gross site area

Table 5.3 Plot Ratio Case Studies

Local Authority	Site Name	Plot Ratio (%)
Bassetlaw	South of Haworth, A1 Industrial & Logistics Park	30%
Blaby	Optimus Point Plot 80	31%
Bristol	Ocado, St Modwen Park, Avonmouth	36%
Buckinghamshire	Symmetry Park Aston Clinton	31%
Central Bedfordshire	Symmetry Park Biggleswade	30%
Charnwood	Unit 2, Rowena Park - Rothley	33%
Doncaster	Nimbus Park	37%
Harborough	Magna Park South (Lutterworth) opt.1	29%
Harborough	Magna Park North (Lutterworth) Extension	29%
Mid Sussex	GAL at St Modwen Park Gatwick	34%
Newport	Amazon, St Modwen Park, Newport	26%
North Kesteven	St Modwen Park, Lincoln	32%
North Northamptonshire	West End, Raunds, Northamptonshire	29%
North Warwickshire	St Modwen Park, Tamworth	26%
North Warwickshire	Land North East of Sewage Works, Atherstone	36%
North Warwickshire	BIFT - Plot 7, Birch Coppice Business Park	34%
Oadby and Wigston	Wigston Industrial Estate	34%
Swindon	Symmetry Park Swindon	30%
Uttlesford	Land north of Taylor's Farm, Takeley Street	29%
Warrington	Mountpark Warrington Omega II	36%
Warrington	The Quadrant South	34%
North West Leicestershire	Mountpark Bardon 2	35%
		<b>Average plot ratio = 32%</b>

Source: Savills

### Step 1E: Future FEMA Demand Apportioned to NWL

5.1.22 Within this section we seek to apportion the total FEMA demand estimate to NWL specifically.

5.1.23 To estimate NWL's share of the overall FEMA demand for I&L uses, we consider the following three property market metrics:

- NWL's share of the FEMA's historic average net absorption (2014-2019): 52%
- NWL's share of the FEMA's average net deliveries per annum (2014-2019): 63%
- NWL's share of the FEMA's total inventory (2024 YTD): 27%

5.1.24 We have taken the average of the above measures which results in an apportionment rate of 47%. This indicates that NWL's future demand equates to **2.7 million sqm or 773 ha** using a 35% plot ratio.

### Step 2 – Adding an E-Commerce Uplift

- This demand estimate factors in future e-commerce growth which is the major growth driver for the sector, driving both demand for the supply-chain, and also the manufacturing of goods.
- After including an e-commerce uplift, we estimate the FEMA's I&L demand to increase to **6.1 million sqm** or **1,750 ha** of land over a 20 year period
- Apportioning this figure down to NWL results in demand for **2.9 million sqm** or **829 ha** of land for I&L uses over the same time period.
- The additional steps to add in an e-commerce uplift are detailed below.

#### *Step 2A: Adjusting for Increases in Online Retail*

- 5.1.25 As discussed in Section 3, there are a number of factors driving future growth in demand for I&L uses which are not captured by historic trend-based projections. Attempting to factor them all in is a challenging exercise prone to errors and overestimation due to the uncertainty around major events such as Brexit, and the risk of double counting the impacts of different growth factors. The strongest drivers are population growth and the move to online shopping, which the Covid-19 Pandemic has accelerated. We consider demand arising from population growth to be largely captured by increases in online sales which are a function of household spending and household growth. For this reason, in our work we focus on the move to online shopping.
- 5.1.26 In order to estimate future increases in I&L demand linked to e-commerce growth, we first need to establish the share of demand that has historically been linked to e-commerce and then determine how much higher this is likely going to be in the future. The sectors which are typically linked to e-commerce are Retail, Transport and Warehousing, and Wholesale, with these sectors accounting for 44% of all floorspace leased in the FEMA between 2014 and 2019.
- 5.1.27 We have considered Statista's<sup>44</sup> online retail forecasts for the UK to 2027 as a proxy for future online spending growth. Statista is a leading provider of market and consumer data with over 2 million registered users. We then compare Statista's future online spend forecasts with historic online spend data from the ONS Internet Retail Sales Statistics<sup>45</sup>. To ensure that we are comparing like for like, we convert both the historic and future forecast data into real prices in order to remove the effects of inflation. We do this by rebasing all data back to 2015 using GDP Deflators from OBR March 2023<sup>46</sup>.
- 5.1.28 As shown in Table 5.4, between 2015 and 2019 online retail sales averaged £77.1 billion per annum. 2020 marked a departure from the historic trend, bringing total online sales above £100 billion, up from £86.9 billion in 2019. We accept that 2020, 2021 and 2022 were exceptional years due to the Covid-19 Pandemic, and exclude them from our calculations. During the period between 2023 and 2027, online sales are predicted to average £121.1 billion per annum based on the Statista forecasts. This suggests a 57% uplift from the pre-pandemic (2015-2019) online

<sup>44</sup> A prominent retail forecasting house

<sup>45</sup> ONS, Internet retail sales, All Retailing, 2023

<sup>46</sup> OBR, March 2023 Economic and Fiscal Outlook: Economic Supplementary Tables

spend average of £77.1 billion per annum based on the ONS data.

**Table 5.4 UK Online Sales Forecasts (£ million)**

Year	Online Sales Real Prices (£m)	Annual Increase (£m)	
2015	61.1	5.4	2015-2019 Average Annual Online Sales Value in Real Prices: £77.1 billion
2016	73.1	12.0	
2017	83.3	10.2	
2018	81.2	-2.0	
2019	86.9	5.7	
<b>Average 2015-19</b>	<b>77.1</b>	<b>6.2</b>	
2020	105.2	18.3	Excluded from calculations as these were atypical years due to the Covid-19 pandemic
2021	104.3	-0.9	
2022	93.5	-10.8	
2023	106.6	13.1	2023-2027 Average Annual Online Sales Value in Real Prices: £121.1 billion (+57% uplifted compared to 2015-2019)
2024	114.3	7.7	
2025	125.9	11.6	
2026	128.0	2.1	
2027	130.3	2.3	
<b>Average 2023-27</b>	<b>121.1</b>	<b>7.4</b>	

Source: Statista, ONS, Savills (2023)

5.1.29 The increase in online spending indicates that the volume of shipped goods will increase. This in turn will increase the need for I&L floorspace to handle, store and distribute the increased volume of goods.

5.1.30 Some of this increase will likely be dealt with by more efficient operations in the future. Advancements in technology and fulfilment solutions will lead to increased productivity in the sector. According to Oxford Economics, the productivity within the I&L sector is predicted to grow by 43% between 2021 and 2040. We assume that these productivity gains will reduce the need for additional floorspace. To account for this productivity growth in the I&L sector, we adjust down the 57% online spend increase from **Table 5.4** by the 43% productivity increase. This yields a final online update of 32% as shown in **Table 5.5** below.

**Table 5.5 Productivity Adjustment**

Predicted Increase in Future Online Spend	Future Productivity Gains in the I&L Sector	Uplift Adjusted for Productivity Gains
57%	43%	57% * (1-43%) = 32%

Source: Statista, ONS, Oxford Economics, Savills (2023)

5.1.31 Applying this 32% uplift to the historic demand from e-commerce sectors equates to an uplift



of 412,700 sqm for the FEMA over the 20-year plan period (Table 5.6).

**Table 5.6 Adjusting for Increases in Online Retail within the FEMA**

Demand	FEMA	
	Annual (sqm)	Over 20-year Plan Period (sqm)
E-commerce related (31% of historic)	64,500	1,289,700
E-commerce related after 32% uplift	85,100	1,702,400
E-commerce demand uplift	<b>20,600</b>	<b>412,700</b>

*Source: Savills; Figures may not sum due to rounding*

**Step 2B: Adding E-Commerce Uplift to the Historic and Suppressed Demand Estimates**

5.1.32 Adding the e-commerce uplift to the combined historic and suppressed demand estimates yields a total demand of 6.1 million sqm for the FEMA over the 20 year plan period, as summarised in Table 5.7 below.

**Table 5.7 Summary of Future Demand (Over 20 Year Plan Period) within the FEMA (sqm)**

	sqm
(A) Historic Demand (Net Absorption) over 20 years	2,937,000
(B) Suppressed Demand over 20 years	2,789,700
(C) E-commerce Uplift over 20 years	412,700
<b>(D) Total demand over 20 year plan period (A+B+C)</b>	<b>6,139,400</b>

*Source: Savills; Figures may not add up due to rounding*

**Step 2C: Savills Estimate of Future I&L Demand Across FEMA**

5.1.33 As outlined above, the floorspace figures in Table 5.7 need to be translated into a land requirement using an appropriate plot ratio.

5.1.34 Using a 35% plot ratio results in demand for 1,750 ha of land for I&L uses in the FEMA.

**Step 2D: Future FEMA Demand Apportioned to NWL**

5.1.35 Within this section we seek to apportion the FEMA demand estimate to NWL. Using the same apportionment rate of 47% from Step 1E above results in demand for **2.9 million sqm** or **829 ha** of land for I&L uses within NWL.

**Step 3 – Comparing Savills Estimates with the Strategic Warehouse Study 2021 and Stantec Study 2020**

- Savills future demand estimate for strategic B8 in the FEMA is between 755,900 sqm and 986,900 sqm higher than those of the Strategic Warehouse Study 2021
- Savills future demand estimate for I&L uses excluding strategic B8 uses in NWL is between 1 million sqm and 1.1 million sqm higher than that of the Stantec Study. Even when compared with the adjusted Stantec figures in the NWL Regulation 18 Documents, Savills estimates are between 898,800 sqm and 984,900 sqm higher
- The steps taken to make these comparisons are detailed below.

*Step 3A: Comparing Savills Estimates with the Strategic Warehouse Study 2021*

5.1.36 As discussed in Section 3, the Strategic Warehouse Study focuses on strategic B8 uses and estimates demand across the FEMA over a 21-year period to 2041.

5.1.37 To compare with the Strategic Warehouse Study's estimates, Savills overall I&L estimates for the FEMA of between 5.7 million sqm and 6.1 million sqm needs to be apportioned to units above 9,000 sqm. To do this, we consider the following three property market metrics:

- 9,000 sqm+ market's share of the FEMA's historic average net absorption (2014-2019): 70%
- 9,000 sqm+ market's share of the FEMA's average net deliveries per annum (2014-2019): 82%
- 9,000 sqm+ market's share of the FEMA's total inventory (2024 YTD): 58%

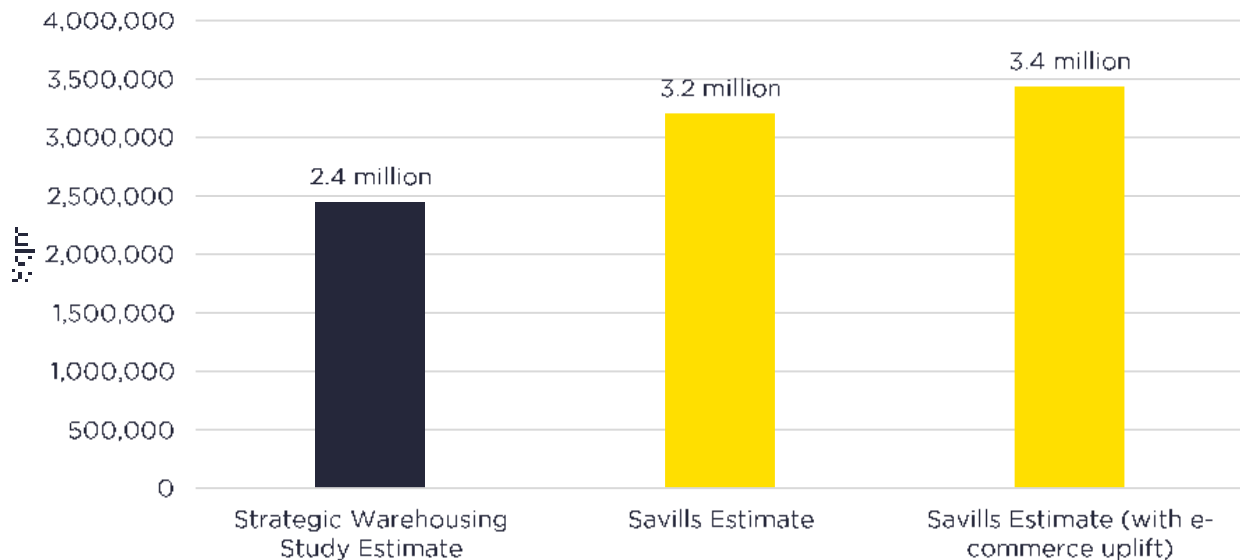
5.1.38 We have taken the average of the above measures which results in an apportionment rate of 70%. This indicates that the FEMA's future demand for I&L units above 9,000 sqm equates to between **4 million sqm and 4.3 million sqm (including e-commerce uplift)**. It should be noted that this figure includes strategic B2 uses, which the Strategic Warehouse Study 2021 ignores. As discussed in Section 3, based on discussions with Savills Industrial Agency, demand for large B2 premises makes up circa 20% of total demand for large I&L premises.

5.1.39 Therefore, around 80% of the demand for I&L units above 9,000 sqm within the FEMA can be attributed to B8 uses. This results in an estimate of between **3.2 million sqm and 3.4 million sqm** over the 20-year plan period.

5.1.40 The Strategic Warehouse Study estimates a need for 2.4 million sqm of floorspace for strategic B8 uses, adjusted to a 20-year plan period. The Savills estimate is between 755,900 sqm and 986,900 sqm higher than that of the Strategic Warehouse Study. **Figure 5.2** shows this

comparison.

**Figure 5.2 Savills Estimates vs Strategic Warehouse Study 2021 – Strategic B8 Over 20 Year Plan Period**



*Source: Savills, Strategic Warehouse Study 2021*

5.1.41 The Strategic Warehouse Study does not apportion FEMA-level strategic B8 demand down to NWL level. Savills FEMA-level estimates can be apportioned down to NWL using the apportionment rate of 47%, consistent with Step 1E above, future demand for strategic B8 in NWL over a 20-year period would be between 1.5 million sqm and 1.6 million sqm.

5.1.42 Therefore, more land will be required to meet demand for strategic B8 uses at rail-served and road-served sites. NWL is well-placed to meet some of this demand as it has excellent access to the M/A42 (J11-14), the A50 (J1) and the M1 (J22-24).

### *Step 3B: Comparing Savills Estimates with the Stantec Study*

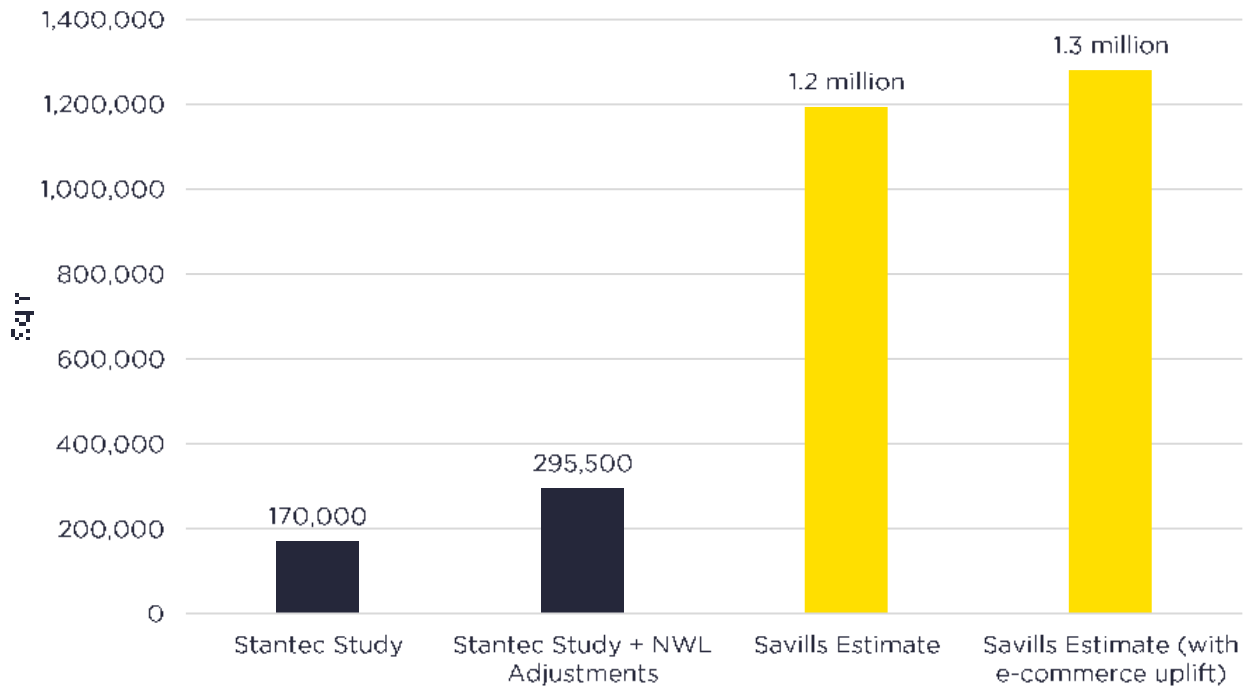
5.1.43 The Stantec Study focuses on I&L uses excluding strategic B8 across NWL. Its estimates for NWL over a 20 year period equate to 170,000 sqm. The NWL Regulation 18 Policies and Allocations Documents adjust these estimates to account for losses between 2025 and 2040 and a flexibility margin equivalent to 5 years annual average completions, which results a need for 295,500 sqm over the plan period.

5.1.44 In order to compare Savills estimates with those of the Stantec Study, we subtract our estimates for strategic B8 for NWL from Step 3A (1.5 million sqm to 1.6 million sqm) from our total I&L demand estimates for the District calculated in Steps 1E and 2D (2.7 million sqm to 2.9 million sqm).

5.1.45 This results in an estimate for I&L uses excluding strategic B8 of between 1.2 million sqm and 1.3 million sqm which is significantly higher than the Stantec Study. Even when compared with the adjusted Stantec figures, Savills estimates are between 898,800 sqm and 984,900 sqm

higher. Figure 5.3 shows this comparison graphically.

**Figure 5.3 Savills Estimates vs Stantec Study – I&L Uses Excluding Strategic B8 over 20 Year Plan Period**



*Source: Savills, Stantec 2020, NWL Regulation 18 Policies Document 2024*

5.1.46 The use of the GVA methodology in the Stantec Study has led to an underestimation of demand for I&L uses excluding strategic B8 within NWL. Therefore, we do not agree with the Regulation 18 Allocations Document that there is a slight oversupply for these uses at present.

## 6 Savills Supply Assessment

### Introduction and Key Conclusions

#### Section Aim:

- The purpose of this section is to provide a quantitative and qualitative review of the current and future supply of I&L buildings and land within North West Leicestershire.
- We consider four sources of supply:
  - Supply of buildings inclusive of new and second-hand units as well as speculative units under construction;
  - Land supply being sites which benefit from planning permission; and
  - Pipeline supply, being sites which benefit from an allocation in the adopted Local Plan
  - Draft allocations
- Our review of land supply has included sites of 2.5 ha and above in order to take a comprehensive approach.

#### Key Conclusions:

- NWL currently has 149,503 sqm of available building supply.
- Land supply with planning permission totals 246,617 sqm or 91.64 ha.
- Pipeline supply totals 115,200 sqm or 28.8 ha for I&L development
- Overall supply within NWL totals circa 511,320 sqm
- Taking into account draft allocations from the NWL Regulation 18 Allocations Document, supply increases to 1 million sqm.
- This is still between 1.7 million sqm and 1.9 million sqm lower than Savills future demand estimates for the I&L market as detailed in Section 5. This suggests a need for NWL to allocate more land to meet future I&L needs.

### 6.1 Supply of Buildings

- 6.1.1 Table 6.1 sets out the supply of I&L units that are currently available within NWL. Our assessment takes into account the supply of new and second-hand units, as well as speculative units under construction. NWL currently has 149,503 sqm of available building supply.

Table 6.1 NWL I&amp;L Building Supply

Unit	Available Space (Sqrm)	Quality
EMDC 343, West Meadow Rise	31,842	Grade A New
Mountpark Bardon	29,244	Grade A
Unit 1, Mercia Park	20,032	Grade A New
EMDC 190, 190 West Meadow Rise	17,612	Second hand
Link 73, Interlink Business Park, Beverage Ln	6,844	Second hand
Units 1-3 Trent Ln	5,452	Second hand
Bardon 56, West Ln	5,272	Grade A New
Unit 51, Mercia Park	4,762	Grade A New
Stud Brook Business Park - Plot 6A-6B	4,078	Under Construction (Delivers June 2024)
Distribution Depot, Melbourne Rd	3,465	Second hand
Stud Brook Business Park - Plot 4	2,775	Under Construction (Delivers June 2024)
Stud Brook Business Park - Plot 5A	2,505	Under Construction (Delivers June 2024)
Stud Brook Business Park - Plot 5B	2,505	Under Construction (Delivers June 2024)
Stud Brook Business Park - Plot 2	2,028	Under Construction (Delivers June 2024)
Stud Brook Business Park - Plot 7	1,712	Under Construction (Delivers June 2024)
Former Heather Brickworks, 29-31 Station Road	1,672	Under Construction (Delivers July 2024)
Stud Brook Business Park - Plot 3A-3B	1,649	Under Construction (Delivers June 2024)
Willow Rd	1,543	Second hand
Bardon Business Park, Interlink Way S	885	Second hand

Former Heather Brickworks, 29-31 Station Road	836	Under Construction (Delivers April 2024)
Air Cargo Centre, Argosy Rd	690	Second hand (Renovated 2014)
Elms Farm Business Park, Atherstone Rd	629	Second hand
Garden Court, Gee Rd	508	Second hand
Air Cargo Centre, Argosy Rd	450	Second hand
Unit 1 Property Court, Stephenson Industrial Estate, Telford Way	257	Second hand
Unit 9 Willow Industrial Park, Willow Road	255	Second hand
<b>TOTAL</b>	<b>149,503</b>	

Source: CoStar

## 6.2 Land Supply

6.2.1 We have analysed the supply of sites of 2.5 ha plus within NWL which benefit from planning permission, as shown in Table 6.2 below. This land supply totals 246,617 sqm or 91.64 ha.

Table 6.2 Land Supply with Planning Permission

Sites with Planning Permission	Developer	Description	Ha (gross)	Sqm
Land at Netherfields Lane, Sawley (M1, J24A) – Equites Park	Newlands	Four units from 8,826 sqm to 31,773 sq. m. on 17.30 ha	17.30*	78,976
G Park Ashby (Former Coal Lounge) EC1a allocation (A42)	GLP	Single unit up to 68,422 sqm or two-unit scheme.	26.74	68,422
Land south of Junction 1 A50 (M1)	St Modwen	Up to 92,500 sqm	44.20	92,500
Land West of Regs Way Bardon Leicestershire (M1)	Harworth	Full consent for 2,719 sqm. Outline consent for 4,000 sqm.	3.40	6,719
<b>Total</b>			<b>91.64</b>	<b>246,617</b>

Source: Savills; \*Total site area is 51.74 ha

### 6.3 Pipeline Supply

6.3.1 We have also assessed the ‘pipeline’ supply of sites that benefit from an allocation and are 2.5 ha or more, consistent with the assessment of consented land supply above. Where possible we have based the floorspace capacity of each site on indicative proposals for the site, application documents, or specified floorspace limits within the relevant local plan policies. Where there is no information available, we have assumed an average plot ratio of 35% based on the gross site area consistent with Savills evidence.

6.3.2 These sites are subject to varying degrees of risk around delivery and timescales. Our assessment of pipeline supply does not include draft allocations or speculative developer promotions but these are considered in Section 6.4 below. There are a significant number of allocated sites which have either:

- already been delivered and are no longer available; or
- have planning permission and are therefore accounted for in the land supply; or

6.3.3 These sites have been excluded for the purposes of this assessment.

6.3.4 Table 6.3 sets out adopted NWL employment allocations that do not currently have planning permission. These allocations total 115,200 sqm or 28.8 ha for I&L development.

Table 6.3 Pipeline Supply

Sites with Planning Permission	Description	Ha (gross)	Sqm
Land at Sawley crossroads, Sawley EC1c allocation (M1)	Planning lapsed, site being sold by Aldi.	14.80	59,200
Money Hill EC2 allocation (A42) <sup>37</sup> – 16 ha allocation inc. 2ha E(g)	Adjoins Money Hill residential allocation.	14.00	56,000
<b>Total</b>		<b>28.80</b>	<b>115,200</b>

Source: Savills

### 6.4 Total Supply

6.4.1 The NWL Regulation 18 Allocations Document identifies 6 sites to meet demand for I&L uses excluding strategic B8, totalling 127,710 sqm.

6.4.2 Additionally, two sites are identified for potential allocation for strategic B8 uses, totalling 109 ha. Using a 35% plot ratio, this equates to 381,500 sqm<sup>38</sup>.

6.4.3 Total I&L supply in NWL therefore totals circa 1 million sqm, as shown in Table 6.4 below.

<sup>37</sup> Despite being available since 2017, no application has come forward for the employment element.

<sup>38</sup> This may be an overestimate as the Regulation 18 Allocations Document notes that the 81 ha site area for Land South of East Midlands Airport (EMP90) includes areas shown for landscaping.



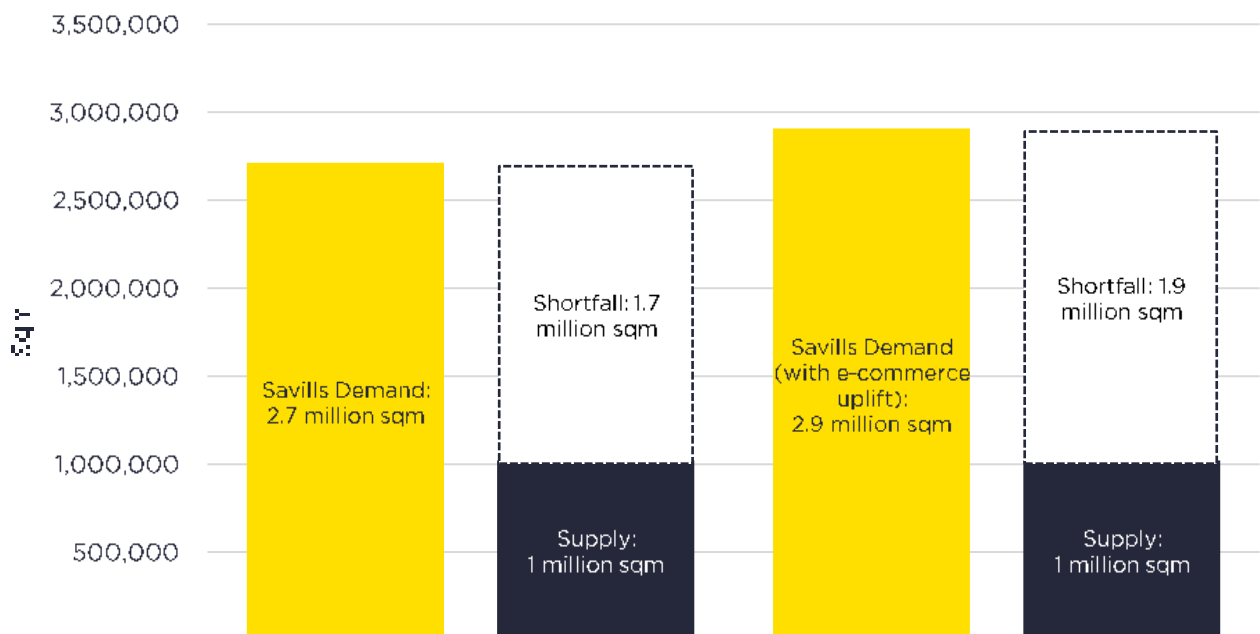
Table 6.4 Summary of NWL Supply

Supply	Sqm
Building Supply	149,503
Land Supply	246,617
Pipeline Supply	115,200
Draft Allocations for I&L uses excluding strategic B8 <sup>49</sup>	127,710
Potential Locations for Strategic B8	381,500
<b>Total</b>	<b>1,020,530</b>

Source: Savills; NWL Regulation 18 Allocations Document (2024)

6.4.4 **Figure 6.1** compares Savills demand estimates from **Section 5** against NWL’s total supply. As can be seen, there is a significant shortfall of between 1.7 million sqm and 1.9 million sqm which suggests a need for NWL to allocate more land to meet future I&L demand.

Figure 6.1 Supply/Demand Balance for I&L Uses in NWL



Source: Savills

<sup>49</sup> The reliability of these draft allocations are considered in the main representations

## 7 Conclusion

- 7.1.1 NWL has excellent connections to the strategic road network (SRN), with the M/A42 (J11-14), the A50 (J1) and the M1 (J22-24) all being located within the district. NWL sits within the core Golden Triangle comprising the broad area between Leicester, Rugby and Coventry where most major population centres in the UK are within a 4 and a half hour drive, making the district a prime location for I&L occupiers and development
- 7.1.2 NWL's I&L market has been historically supply-constrained. There is currently 3 years or fewer years of available I&L supply across all size bands in NWL, suggesting an immediate need for new I&L supply.
- 7.1.3 NWL's employment evidence has significantly underestimated future demand for I&L floorspace and land excluding strategic B8 due to a number of methodological shortcomings. The preferred demand estimation method based on GVA outputs in the Stantec Study does not take account of historic supply constraints. The Study itself notes this as a limitation, and states that its estimates should be treated as a minimum as future demand has likely been underestimated.
- 7.1.4 The Strategic Warehouse Study, which covers the need for strategic B8 warehousing in the FEMA also has a number of methodological issues namely:
- the preferred demand estimation is lower than past completions trends
  - the use of different plot ratios for different demand models;
  - there is no consideration of strategic B2 floorspace;
  - the proportion of rail-served demand is too aspirational and unrealistic, while demand for road-served sites is underestimated; and
  - air freight and LGV traffic are not taken into account.
- 7.1.5 Savills estimate of future I&L need for the FEMA and NWL is significantly higher than those of the evidence base, as shown in Table 7.1.

Table 7.1 Savills I&amp;L Demand Estimates vs. Evidence Base

	Savills demand estimates	Employment evidence estimates	Difference
FEMA Level: Strategic B8	3.2 million sqm to 3.4 million sqm	2.4 million sqm	755,900 sqm to 986,900 sqm
NWL Level: Strategic B8	1.5 million sqm to 1.6 million sqm	n/a	n/a
NWL Level: I&L uses excluding strategic B8	1.2 million sqm to 1.3 million sqm	295,500 sqm (with NWL adjustments)	898,800 sqm to 984,900 sqm

*Source: Savills; Strategic Warehouse Study (2021); Stantec Study (2020); NWL Regulation 18 Policies Document (2024)*

- 7.1.6 Taking account of available building supply, land supply, pipeline supply as well as draft allocations, NWL has around 1 million sqm of I&L supply. This is significantly lower than Savills future demand estimates, which suggests a need for NWL to allocate more land to meet future I&L needs.

**Note:** To ensure our future estimates are conservative we have excluded the rebound years from the Global Financial Crisis (2012-2013) and the Covid years (2020-2022) when I&L demand (i.e. net absorption) were extremely strong. Instead, we have focused on the 2014 to 2019 period in order to build up a picture of historic demand. Therefore, we consider our future demand estimates minimum figures.

**Mark Powney**

Director, Economics

T: +44 (0) 203 107 5418

M: +44 (0) 797 077 0492

E: [mark.powney@savills.com](mailto:mark.powney@savills.com)

**Reyna Nayee**

Senior Economist, Economics

M: +44 (0) 797 714 1657

E: [reyna.nayee@savills.com](mailto:reyna.nayee@savills.com)

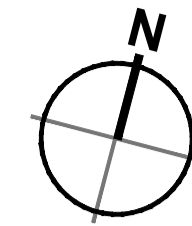
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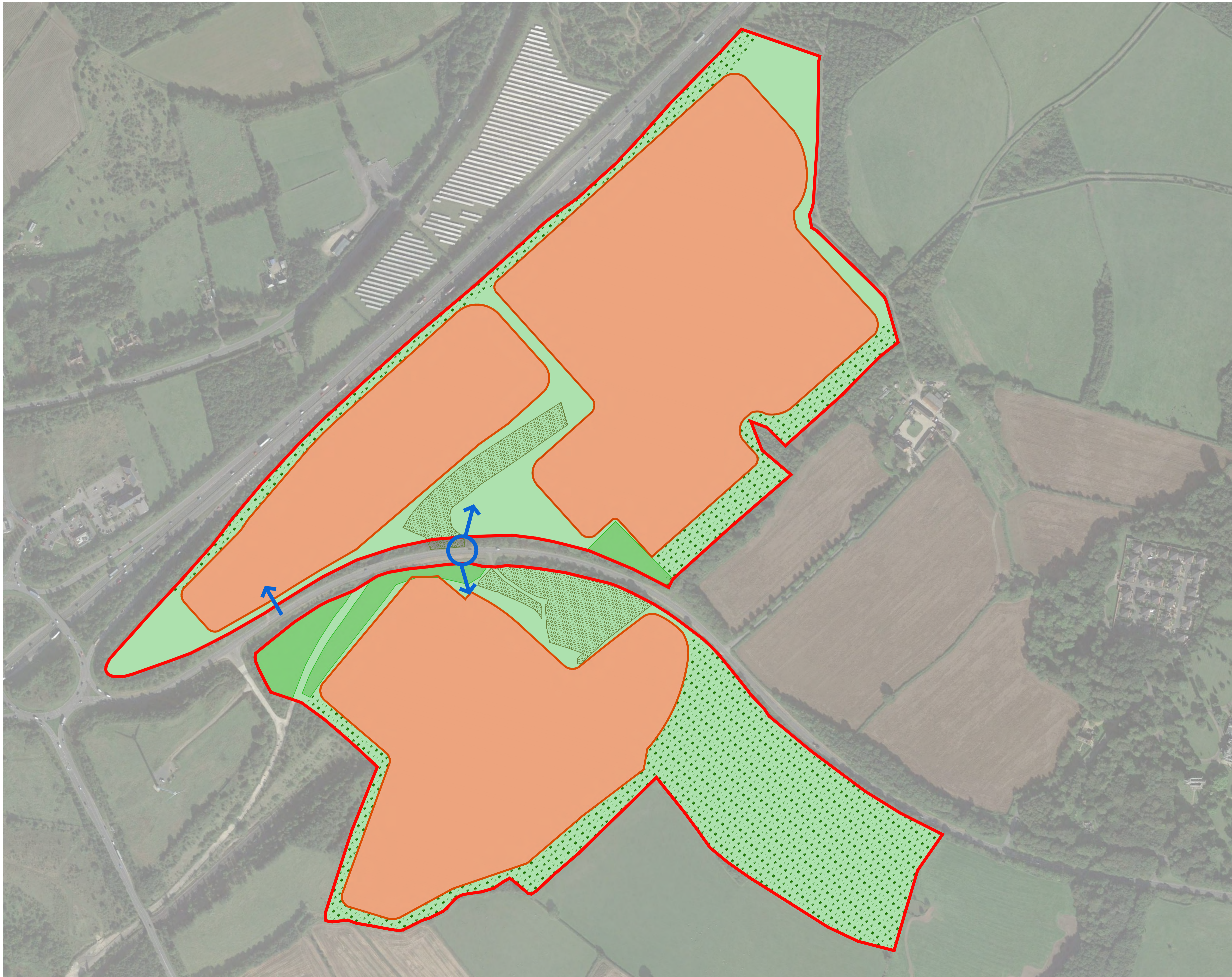
## **APPENDIX 2**

### **Illustrative Framework Plan**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



- Site Boundary - 169.00 Acres (68.39 ha)
- Development Plateau
- Existing Vegetation to be retained
- Priority Habitat
- Strategic landscape and Attenuation
- Landscape buffering / ecology zone
- ➔ Site Access



B	Updated to suit feedback rec'd 14.03.24	JWY	AJL	15.03.24
A	Initial Issue	LBR	AJL	14.03.24
rev	amendments	by	ckd	date

St. Modwen, Hall Farm, Ashby

Indicative Framework Plan



Newark Basoon, Cafferata Way, Newark, Nottinghamshire NG24 2TN  
 t. +44 (0)1636 653027 e. info@umcarchitects.com

Drawing Status:	Feasibility
Drawn / Checked:	LBR / AJL
Date:	14/03/2024
Scale:	1:2500 A1
Drawing no:	Revision:
20113 F0010	B



## 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](http://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		Please see below
First Name		
Last Name		
Job Title (where relevant)		Please see below
Organisation (where relevant)	Harworth Estates and Caesarea	Miss Elanor Wright Associate Director Oxalis Planning  Mr Gary Lees Executive Director Pegasus Group
House/Property Number or Name		Oxalis Planning ██████████ ██████████ ██████████ ██████████  Pegasus Group East Midlands ██

	██████████ ██████████
Street	
Town/Village	
Postcode	As above
Telephone	Oxalis Planning: ██████████ Pegasus: ██████████
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

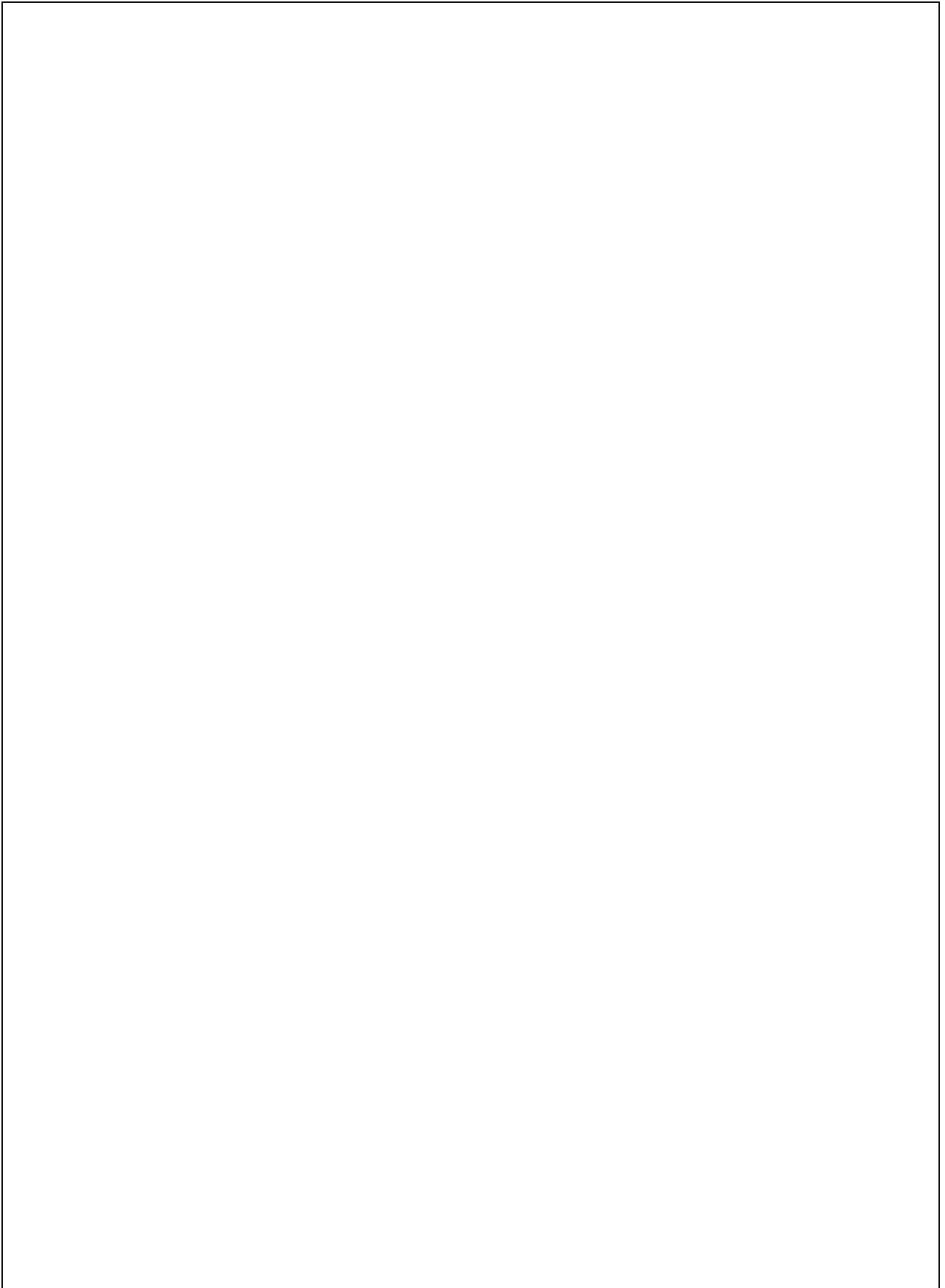
2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.



Use this box to set out your response.

Please see attached Representation Statement

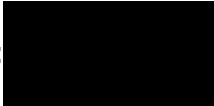
(Continue on a separate sheet /expand box if necessary)



## 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:  anor Wright

Date: 15/03/2024

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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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# **North West Leicestershire Draft Local Plan Consultation**

**Representation on behalf of Caesarea and Harworth Group**

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**March 2024**

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### **1. Introduction**

### **2. Response to Consultation**

#### **2.1 The Local Plan – Draft Policies and Objectives**

#### **2.2 Site Allocation for a New Settlement: Isley Woodhouse**

### **3. Summary and Conclusions**

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## **1.0 INTRODUCTION**

- 1.1 These representations are made by Oxalis Planning Limited and Pegasus Group on behalf of Caesarea and Harworth Group.
- 1.2 We are promoting land south of East Midlands Airport for a New Settlement, known as 'Isley Woodhouse'. In this regard, we have previously submitted representations to the Council's consultations and responses to the 'call for sites' process.
- 1.3 These representations provide our response to North West Leicestershire District Council's Draft Local Plan Consultation.



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## **2.0 RESPONSE TO CONSULTATION**

### **2.1 The Local Plan – Draft Policies and Objectives**

- 2.1.1 We strongly support the positive approach to Plan making adopted by North West Leicestershire District Council.
- 2.1.2 Overall, we believe that the emerging policies and allocations strike the correct balance in addressing the three dimensions of sustainable development, as set out in the National Planning Policy Framework.
- 2.1.3 The identified Objectives set a clear framework within which the draft policies and allocations fit. The need to deliver sustainable development, through planning for the future, whilst maintaining flexibility, is a difficult balance to strike. However, the overarching principles established through the Objectives will help the Council in meeting this challenge.
- 2.1.4 We welcome the emphasis on sustainability which runs through the Objectives and policies which recognise that sustainable development is not simply about design innovation, but also includes delivering development in the right locations.
- 2.1.5 In this regard, Objective 4 specifically identifies the need to reduce the demand for travel through connectivity. A vital component of this is locating homes near to jobs, enabling people to live close to where they work. The draft allocation of a New Settlement (Isley Woodhouse) will help in achieving this Objective. Isley Woodhouse is discussed in detail at Section 2.2 of this response.

#### Draft Policy S1 – Future Development Needs

- 2.1.6 Draft Policy S1 – Future Development Needs sets an appropriate target for meeting future development needs and we agree with the need to ensure that new development is of a high-quality design; seeks to address the climate emergency; delivers the appropriate level of infrastructure; and contributes towards creating healthy places.

#### Draft Policy S2 – Settlement Hierarchy

- 2.1.7 We agree with the Settlement Hierarchy, as set out through Draft Policy S2, insofar as it identifies that a large amount of growth will take place at the New Settlement of Isley Woodhouse, throughout the Plan Period and beyond. Delivery at Isley Woodhouse presents the opportunity to diversify housing supply options and provide continuity of delivery across the Plan Period.

#### Draft Policy AP1 – Design of New Development

- 2.1.8 We support the Council's approach to guiding the design of new development to ensure that new development schemes deliver high quality, beautiful and sustainable environments.
- 2.1.9 Whilst there is no specific policy wording identified at this stage, we would note that the policy needs to ensure that it contains flexibility for future innovation and design. Design standards

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continue to change, particularly in the case of sustainable design and reducing carbon emissions. It is important, therefore, that any design principles established through Policy AP1 reflect this changing environment and do not inadvertently stifle innovation or the evolution of building design.

- 2.1.10 This is particularly important when considering long term development projects, such as the proposed New Settlement of Isley Woodhouse, for which delivery is anticipated to extend beyond the Plan Period. Building design principles will undoubtedly change over this time and it is vital to the success of long term schemes that they are able to change with the times and meet evolving building standards.

Draft Policy AP3 – Renewable Energy

- 2.1.11 We support the Council's approach to the delivery of renewable energy through Draft Policy AP3. It is important to ensure that the delivery of renewable energy projects is proportionate to developments, particularly when these are proposed as part of new housing developments.

Draft Policy AP4 – Reducing Carbon Emissions

- 2.1.12 Whilst we agree with the principles and objectives for Policy AP4, we are concerned that part 2 of the Policy, with respect of carbon offsetting, may not have the necessary longevity required to ensure that it continues to deliver on the Council's ambitions through the entire Plan Period.
- 2.1.13 In June 2025, a new Future Homes Standard is set to be introduced which aims to ensure that new homes built from 2025 onwards produce 75-80% less carbon emissions than homes delivered under the old regulations. As such, emerging national policy and guidance, brings us closer to delivering on carbon reduction requirements through design and innovation, which could quickly overtake the provisions of Policy AP4, part 2.
- 2.1.14 Part 2 states that where it is not technically feasible or economically viable to use on-site renewables to match the total consumption of the development "*a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.*" This could work for smaller developments where there is a relatively short build-out time frame and where commitments and consumption are known from the outset. However, for larger schemes, it may be impossible to determine at the time of a planning application exactly what the consumption will be and therefore to calculate an accurate figure to use for offsetting requirements.
- 2.1.15 Developers need a relative level of certainty regarding the financial commitments from the outset of delivering a scheme and, consequently, it is difficult to understand how this will be agreed or implemented.
- 2.1.16 In this context, we believe that the Policy should be adapted to reflect the nuances of different forms of development, taking into consideration the type of development being proposed, the scale of development being proposed and the consequential timeframes over which

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development will be delivered, alongside the point at which any development is likely to come forward, within the Plan Period.

2.1.17 It is vitally important for the success of policies relating to sustainability that applicants for schemes with long-term timeframes can deliver something within a planning application which meets the current policy requirements, but that also retains some flexibility to adapt to future policy changes and new guidance and innovation in an everchanging sustainable development environment.

## 2.2 **Site Allocation for a New Settlement: Isley Woodhouse (Draft Allocation IW1)**

2.2.1 We support and agree with the draft allocation of the Isley Woodhouse New Settlement. As described through the supporting text for draft Allocation IW1, the Strategic Growth Plan, prepared by the Leicester and Leicestershire authorities and the Leicester and Leicestershire Enterprise Partnership, identifies the 'Leicestershire International Gateway' in the northern area of the District.

2.2.2 This location has experienced exponential employment growth in recent years, but this has not been matched by the pace of housing delivery. In 2011, 14,000 people worked at sites close to Junctions 23a and 24 of the M1; this number had doubled to 28,000 by 2021. With a number of further developments planned, this is projected to hit well over 30,000 by 2028 and over 40,000 in twenty years' time.

2.2.3 Some of the East Midlands' key employment sites are situated within the Leicestershire International Gateway, including East Midlands Airport, the UK's largest dedicated air cargo operation and East Midlands Gateway.

2.2.4 Travel data has shown that around 80% of workers commute to the area for work, with only circa 6,000 homes within a 2.5 kilometre radius of these key employment developments.

2.2.5 Currently, there is a significant imbalance in the supply of jobs and housing in this location. A lack of local housing increases car dependency, creating an additional traffic burden which both reduces local air quality and the efficiency of local businesses. With recent economic investment announcements, as more people are employed within this area, this disparity will only increase. The situation needs to be addressed in a sustainable manner and the proposed draft allocation for Isley Woodhouse is a positive approach to resolving this issue.

2.2.6 Isley Woodhouse lies at the heart of the identified Leicestershire International Gateway. It is uniquely well placed to meet the long term growth requirements of the area. It will directly meet the need for high-quality, well connected housing close to existing and potential future employment sites.

2.2.7 As a self-contained, sustainable community Isley, Woodhouse would help to address the existing imbalance. It would enable people to choose to live close to where they work, thus reducing the need to commute into the area for work. The Isley Woodhouse site is well located with regard to existing active travel links, which, as part of the delivery of any new community,

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would be enhanced and extended to further encourage active travel, helping to promote health and wellbeing.

- 2.2.8 Innovative and sustainable design solutions can be imbedded within the design principles of Isley Woodhouse, which could take the ‘fabric first’ approach to help address the impacts of climate change whilst delivering an attractive and vibrant public realm.
- 2.2.9 Five key principles would govern the delivery of Isley Woodhouse, which match the Council’s ambitions for a sustainable New Settlement, these are: exemplar placemaking; a landscape-led scheme; the provision of biodiversity net gain; a scheme that is both accessible and affordable; and sustainability being central to what is delivered on site.
- 2.2.10 As identified in the supporting text for draft Allocation IW1, new infrastructure to support the new community will be a vital component of the scheme. This will include off-site infrastructure to serve the site.
- 2.2.11 The provision of off-site infrastructure will inevitably have wider benefits, including potentially benefitting other development proposals within the vicinity of the New Settlement. It is critical that a holistic approach to the provision of off-site infrastructure is considered, to ensure that the delivery and cost of such improvements is equitable among new development schemes and that the right level of infrastructure to support individual developments is delivered. In this regard we are pleased with the Council’s proactive approach in preparing an Infrastructure Delivery Plan which will clearly highlight the key delivery components and opportunities.
- 2.2.12 The inclusion of Isley Woodhouse is a sensible and logical approach to delivering some of the requisite new housing for the District and this is the case for a range of housing delivery scenarios.
- 2.2.13 Isley Woodhouse has the potential to deliver circa 4,500 new homes, around 1,900 of which the draft allocation anticipates would be delivered within the Plan Period (by 2040).
- 2.2.14 The 1,900 figure is derived from work undertaken by Lichfield to identify anticipated delivery rates and therefore draw conclusions on what could be achieved in the Plan Period. However, Allocation IW1 should not preclude a greater level of housing delivery from taking place. We believe that 1,900 dwellings underestimates the contribution that Isley Woodhouse could make to housing delivery over the Plan Period.
- 2.2.15 Harworth Group is one of the UK’s leading land and property regeneration businesses, owning and managing over 13,000 acres across around 100 sites in the north of England and the Midlands. Harworth’s purpose is to invest to transform land and property into sustainable places where people want to live and work, delivering new homes and jobs across their portfolio. As a master developer, Harworth create long-term value by acquiring and assembling sites that are large and complex, currently working across 41 Local Authority areas.
- 2.2.16 Harworth’s approach to bringing forward residential development involves devising a masterplan for a site, progressing it through the planning system and delivering the necessary

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earthworks and infrastructure to allow construction to begin. They then sell serviced land parcels to housebuilders in phases, while continuing to directly develop amenities, green space and infrastructure as the site progresses, in order to assure development quality. Due to the scale of some of their development sites, Harworth often oversee the delivery of five or six housebuilder products on the same scheme at any one time. They have worked with over 20 separate housebuilders over the past decade.

- 2.2.17 In recent years, Harworth has aimed to diversify the types of residential products and tenures being developed across the company's sites, in order to accelerate development and add to the vibrancy of the communities they create. In 2022, Harworth launched a portfolio of sites for the development of circa 1,000 single-family build-to-rent homes, which was followed by the launch in 2023 of a portfolio of sites for the development of circa 600 affordable homes (as defined by the National Planning Policy Framework). Both portfolios are expected to deliver through a forward-funding arrangement with a specialist funder, and Harworth is well progressed with completing these transactions.
- 2.2.18 Part of their future pipeline includes the potential New Settlement of Isley Woodhouse. Based on Harworth's experience from other major sites at Waverley (Rotherham), Harworth (Bassetlaw) and South-East Coalville, delivery rates are expected to be above those anticipated by Lichfield.
- 2.2.19 This will be achieved by widening the housing choice through Harworth's new products, which will not compete with the market sales, thus accelerating delivery. The aim is to have a phase of new homes for Build to Rent, a phase of additional Affordable Housing and phase of Later Living homes as part of the site's delivery, all of which positively influence potential build out rates.
- 2.2.20 In this context, we believe that Isley Woodhouse could be delivering 250 new homes per annum through market housing, rental homes, affordable housing and later living homes. This would be a marked increase on delivery of market housing only, such as at South-East Coalville and as suggested by Lichfields.
- 2.2.21 Given our aspirations for the scheme and Harworth's delivery initiatives, we feel that the 1,900 figure underestimates the likely delivery at Isley Woodhouse and we are confident that, through the provision of an increased variety of housing, the delivery rate could be closer to 250 per annum after 3-4 years on site.
- 2.2.22 This potential delivery would mean that the Council would not need to allocate other sites for residential development, as the Isley Woodhouse site could supply a further 525 new homes, approximately, above that which is anticipated across the Plan Period to 2040.
- 2.2.23 In this regard, we would note that the allocation of land to the west of Castle Donington for residential development could have the potential to reduce the build out rate at Isley Woodhouse, as both sites will be competing within the same market.

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2.2.24 Notwithstanding, Isley Woodhouse provides the opportunity to make a significant contribution to the District's housing supply throughout the Plan Period, potentially making up for any shortfall elsewhere. It is important therefore that the draft allocation contains the necessary flexibility for Isley Woodhouse to exceed the 1,900 expectation.

2.2.25 With regard to the specific draft allocation wording, whilst we support the principles and overall approach to the allocation, we are concerned about the reference to carbon neutrality as set out in part 2 (b). We think that carbon neutrality is perhaps being conflated with net-zero. We believe that striving to achieve net-zero has the capacity to deliver greater benefits across the lifetime of the development than carbon neutrality. We would also note that the ability to deliver on-site renewables may be, to some extent, constrained by the site's proximity to the airport.

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### **3.0 SUMMARY AND CONCLUSIONS**

- 3.1 These representations are made by Oxalis Planning Limited and Pegasus Group on behalf of Caesarea and Harworth Group.
- 3.2 We are promoting land south of East Midlands Airport for a new settlement, known as Isley Woodhouse. In this regard we have previously submitted representations to the Council's consultations and in response to the 'call for sites' process.
- 3.3 We agree with the approach taken in the Council's Draft Local Plan including the draft allocation of land south of East Midlands Airport for a New Settlement.
- 3.4 Whilst the allocation anticipates the delivery of 1,900 dwellings over the Plan Period, given our aspirations for the scheme and Harworth's delivery initiatives, we feel that the 1,900 figure underestimates the likely delivery at Isley Woodhouse and we are confident that, through the provision of an increased variety of housing, the delivery rate could be closer to 250 per annum after 3-4 years on site.
- 3.5 This potential delivery would mean that the Council would not need to allocate other sites for residential development, as the Isley Woodhouse site could supply a further 525 new homes, approximately, above that which is anticipated, across the Plan Period to 2040.
- 3.6 The inclusion of Isley Woodhouse is a sensible and logical approach to delivering some of the requisite new housing for the District and this is the case for a range of housing delivery scenarios.
- 3.7 Currently, there is a significant imbalance in the supply of jobs and housing in this location and with recent economic investment announcements, this disparity will only increase. The situation needs to be addressed in a sustainable manner and the proposed draft allocation for Isley Woodhouse is a positive approach to resolving this issue.
- 3.8 A self-contained, sustainable community delivered through the New Settlement of Isley Woodhouse would help to address this existing problem. It would enable people to choose to live close to where they work, thus reducing the need to commute into the area for work, and it is situated at the heart of an area identified for strategic growth in the Leicester and Leicestershire Strategic Growth Plan.
- 3.9 The Isley Woodhouse site is well located with regard to existing active travel links, which, as part of the delivery of any new community, would be enhanced and extended to further encourage active travel, helping to promote health and wellbeing.
- 3.10 Innovative and sustainable design solutions can be imbedded within the design principles of a New Settlement, which could take the 'fabric first' approach to help address the impacts of climate change whilst delivering an attractive and vibrant public realm.



## 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](http://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	Patricia	
Last Name	Jackson	
Job Title (where relevant)	Retired	
Organisation (where relevant)		
House/Property Number or Name	[REDACTED]	
Street		
Town/Village		
Postcode		
Telephone		
Email address		

### PART B – Your Representation



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

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

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

**EMP90**

**My comments are related to paragraph 6.10**

**6.10. We do consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be unacceptable based on the current extent of the designated Freeport land.**

Diseworth is a historic conservation village and classified as a Sustainable Village.

Already hemmed in by the M1, A42, Racetrack and Airport.

We currently suffer from noise and air pollution from the A42 and M1 and intermittent noise from the Airport and Racetrack. Air pollution from the Airport is a concern and sometimes the smell is so bad that a healthy walk is not possible. We are surrounded by vehicle pollution and this would only worsen if the Freeport development goes ahead.

Traffic levels on the A453 are high and already at busy times there is a backlog of vehicles trying to get onto the M1. The current road system cannot take any more.

Flooding has been a problem this year and, with global warming, this will only increase. If proposed buildings are put on the sloping land adjacent to Hyams Lane I fear that runoff will increase and flow downwards toward Diseworth. Further construction would impact natural drainage and it is doubtful that any flood mitigation measures could provide a sustainable solution.

I enjoy daily walks in the small amount of green space around the village but if the Freeport development goes ahead this village will be strangled and subsumed into industrial areas and virtually joined to the Airport. At present Hyams Lane (NE), Long Holden (E) and Long Mere (S) are the 3 most popular walking routes out of the village – if this Freeport development goes ahead only Long Mere will be available for country walking and already that one is badly affected by noise pollution from the A42.

This development would be in contravention of the Local Plan with regard to heritage, landscape and amenity.

The proposed Freeport development would destroy this village and make a mockery of its sustainable status

**IW1**

**My comments are related to paragraph 4.109**

**4.109. The proposed new settlement, known as Isley Woodhouse, lies to the south of the A453 and East Midlands Airport and borders three sides of Isley Walton, a small collection of dwellings, farm buildings and a church. To the east, lying at a lower level, is Diseworth whilst Breedon on the Hill lies further away to the south-west, although the Breedon Church is visible from large parts of the site. In addition to East Midlands Airport, the Donington Park Racing Circuit lies to the north of the site.**

Diseworth is at a lower level than both the proposed Isley Woodhouse development and the Freeport development and flooding is likely to be a huge problem.

The current road network is already at capacity during busy times and, unless big changes are envisaged, the traffic will become impossible.

Will medical facilities be included? Already the surgery in Castle Donington is running at limits.

Loss of agricultural land and destruction of the natural environment seems in contravention of national interests in biodiversity.

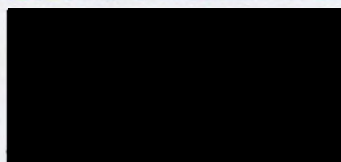
I consider that this proposed development seems far too large for the site and too close to Diseworth. If this and the Freeport development were to proceed the village would be strangled on all sides.

## 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:

March 15 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](mailto:planning.policy@nwleicestershire.gov.uk).

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or  
Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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



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

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name	P, W, C & R	Robert
Last Name	Redfern	Barnes
Job Title (where relevant)	Landowners	Director
Organisation (where relevant)		Planning Prospects Ltd
House/Property Number or Name	All contact details as agent	██████████
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.**

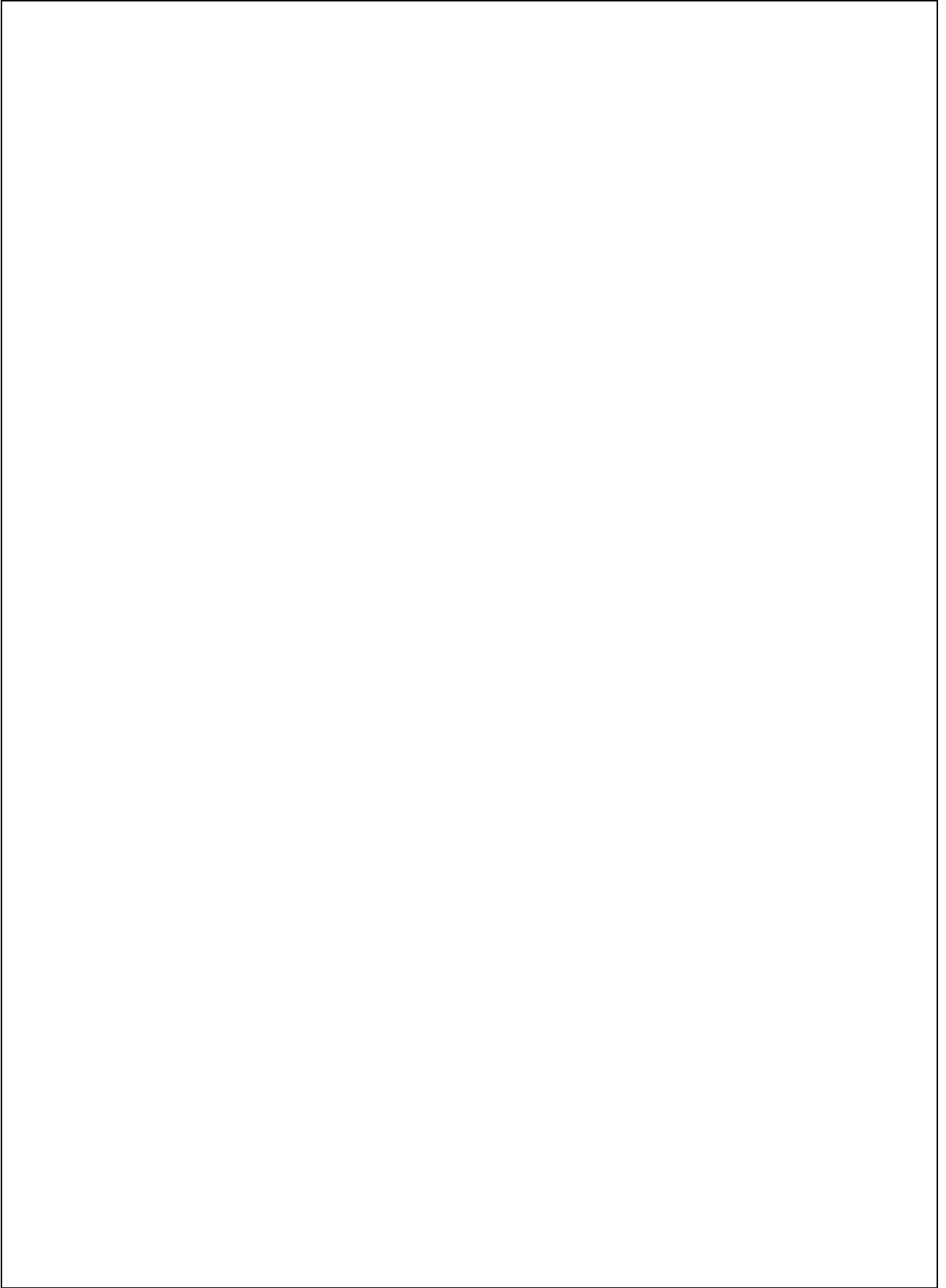
1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Use this box to set out your response.

The length of the representations is such that they are provided in the "Continuation Sheets" document submitted alongside this form, prepared by Planning Prospects and dated 15 March 2024.

(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: Robert Barnes

Date: 15/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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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 Regulation 18 Consultation February 2024**

### **Representations on behalf of P, W, C & R Redfern Continuation Sheets**

**Planning Prospects Ltd  
15 March 2024**

#### **Introduction**

These representations are prepared and submitted on behalf of P, W, C and R Redfern. They relate principally to issues around employment land. They comment first on the proposed policies, and then on the proposed allocations. On the latter, they seek to promote the allocation of land north east of Junction 11 of the M42 (site reference EMP84). They are supported by technical material included in a series of appendices.

#### **PROPOSED POLICIES**

##### ***Draft Policy S1 – Future Development Needs***

###### *Timeframe*

The end date of 2040 anticipated by Draft Policy S1 is inappropriate.

The NPPF provides (paragraph 22) that, “Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.” Two points arise from this.

First, in any event, a period of at least 15 years is required from adoption. The current Plan programme does not allow for this. It anticipates adoption in late 2026. This immediately requires an end date of 2041 at the earliest. Moreover, if for any reason (and as is very frequently the case) there is some delay to adoption the Authority would be faced very late in the plan preparation process with the need to extend the period further still. At that stage this might be quite challenging, to the extent that it introduces further delay. It is better to extend the plan period from the outset to provide some flexibility and avoid this difficulty. This should be done now, to beyond 2041, with the planned for development requirements adjusted accordingly.

Second, it is anticipated that the new Local Plan will provide for major strategic residential sites. This invites an approach which extends the plan period beyond 2041 but also (at least in broad terms) considers the approach over a thirty year period.

###### *Planning to Meet Employment Development Needs*

The Draft Local Plan rightly (paragraph 7.18) observes that, “It is vital for the success of the local economy that there is sufficient land and premises to match the needs of local businesses and to facilitate inward investment.” It goes on (paragraph 7.19) appropriately to put this in the national policy context with the observation that, “The new Local Plan has a key role to play as explained in the National Planning Policy Framework (NPPF) which requires that “sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity”.” It further states (paragraph 7.23) that, “the plan’s approach should be able to deal with changing circumstances over the plan’s lifetime, for



example if the economy grows more strongly than current studies anticipate and / or if the nature of business needs turns out to be different to what can be anticipated now.”

These points are important. The Draft Local Plan acknowledges the vital need to identify sufficient employment land, it recognises the national expectation in this regard, and that the possibility of additional and different growth must also be planned for. Draft Policy S1 is vital in this regard. It sets out the development needs which then permeate through the policies and allocations. However, its provisions in terms of non-strategic and strategic employment land are inadequate. These shortcomings are fundamental and undermine the credibility of the Plan’s approach to economic development in its entirety. They are explained in detail here, with this position then being cross referred to (rather than repeated) elsewhere in the representations where relevant.

Part 2 of Draft Policy S1 deals with the requirement for office space and non-strategic industrial and logistics and relies on the Employment Land Study completed in 2020 (“the Stantec Study”). The difficulties with the Stantec Study have previously been identified to the Council in detail in representations made to the Development Strategy Options and Policy Options consultation in January 2022. It is not clear that the points made through that consultation have been taken into account at all given the apparent continued straightforward reliance on the Stantec Study.

The points presented to the Council at that time remain valid. Indeed, aspects of them – for example in terms of the unrealistic nature of the plot ratios used, and continued reliance on historic allocations showing no signs of coming forward – have been reinforced in the intervening period.

The Stantec Study uses a plot ratio of 40% for non-strategic industrial and logistics space. Sites will often be constrained by (for example) their shape, topography, or a range of other features which restrict the area that can be developed. There may be a requirement for land to be given up to (for example) SUDS features, structural landscaping, and buffer zones, and likely to estate roads. For such reasons an average plot ratio of 40% is unachievable if used as a conversion factor to arrive at a gross requirement. Its use creates a significant risk of insufficient provision being made.

Now, Draft Policy S1 simply refers to a requirement expressed in square metres, but elsewhere (Table 4) it is clear that a ratio of 40% continues to be applied in converting this to a land requirement. The calculation there is that a requirement for 114,562 sq m would generate the need for 28.64ha of land. This relationship is then repeated in the Council’s “Topic Paper – Employment” (table at paragraph 4), but the evidence in that document then goes on to undermine it.

Appendix A to the Topic Paper considers the evidence from a number of recent applications within the district in relation to this point. It arrives at a plot ratio of 27% in terms of the relationship between floorspace and developable area. The plot ratio in terms of the relationship between floorspace and total site area is about 24%. In circumstances where allocations are likely to reflect a gross site area the local evidence suggests a figure of 24% should be used. Applying this to the requirement for 114,562 sq m would generate the need for 47.73ha, so more than 19ha greater than the amount if a figure of 40% is used.

It is very clearly the case that 40% is the wrong figure to use in translating a floorspace requirement into a gross land requirement for allocation. The Council’s own evidence demonstrates this. Appendix A to the Topic Paper indicates that further analysis is needed around this point. If, as seems likely, such analysis supports a different – likely lower – figure than 40%, then this should be used.

In terms of historic allocations, representations made in 2022 noted the reliance placed at that time within the Stantec Study on the outstanding allocation at Money Hill for up to 16ha of employment, indicated to comprise about one third land for offices to two thirds land for industrial and smaller warehousing space. This allocation was made through the Local Plan as adopted in 2017. There did not appear to have been progress made with its implementation

at that time. Whilst progress had been made with permissions for the majority of the 1,400 dwellings anticipated at Money Hill, there was no comparable evidence of the employment element being advanced, despite the wider site being identified and developed during a period of very strong demand for employment space.

Two years on, and now seven years since it was first allocated, Money Hill continues to be relied upon in the Draft Local Plan, but without any sign of delivery. Table 4 of the Draft Local Plan assumes 42,640 sq m of non-strategic industrial and logistics space will be delivered here, again reflecting a plot ratio of 40%. The Topic Paper (paragraphs 21 – 22) acknowledges this concern and makes a different assumption in terms of plot ratio (applying 27% instead of 40%) and assumes a higher proportion of the employment land dedicated to industrial and smaller warehousing space (seven eighths instead of two thirds) to arrive at an estimate of 37,800 sq m of development being delivered here, so 4,840 sq m less than assumed in the Draft Local Plan.

The approach taken to Money Hill in the Topic Paper acknowledges that a much lower plot ratio than 40% is appropriate. It assumes a lower yield of development than relied on in the Draft Local Plan – making good the shortfall of 4,840 sq m at a ratio of 27% would require the identification of an additional 1.79ha. The Topic Paper also acknowledges (paragraph 19) that planning has not been advanced on the employment element of Money Hill. The first application for residential development here was submitted in 2013 – some 11 years ago. There have since been numerous applications made pursuant to the advancement of residential development at Money Hill, but none in relation to employment.

In summary then, at the time of the 2022 consultation the Council were made aware of the inappropriateness of using a 40% plot ratio, and of placing reliance on the delivery of employment land at Money Hill. As events have transpired since that time those concerns have proven to be well founded. It is no good the emerging Plan simply carrying on the application of assumptions that are wrong or unreliable. An adjustment needs to be made. This should include allocating land on the basis of a realistic ratio, and either recognising the employment element of Money Hill will not come forward and perhaps allocating it for another use, or ensuring sufficient additional land is allocated such that if it does continue to stall this part of the requirement is not left unmet.

Alongside these two points which speak to the assumptions made in the Stantec Study and then translated into the emerging Local Plan, additional submissions were made to the 2022 consultation raising a further substantive point about the approach and limitations of the Stantec Study.

Whilst the Stantec Study makes an adjustment (paragraph 3.34) at a specific point (2017) through a “stock vacancy adjustment” (i.e. an allowance for a “normal” or healthy amount of empty space to support choice, variety and churn in the market in the context of otherwise at that time almost full occupation in the district) it makes no allowance for any pent up or “suppressed” demand that might have accrued over a more extended period.

This effect is recognised in the comment at paragraph 3.36 of the Stantec Study that, “We have compared our forecasts with the past delivery of net additional floorspace, since 2012/13, as shown in the Council’s main monitoring dataset... The floorspace completed varied greatly from year to year, with an average of 2,941 sq m p.a. The demand in our main forecast is more than twice this annual average. This is not surprising, since our analysis suggests that in the period covered by the Council data supply has failed to meet demand.” This points to suppressed demand over an extended period which is not allowed for in the specified requirement; there is no attempt to make up this shortfall.

The pent-up demand is also reflected in the property market section of the Stantec Study. The observation is made there (paragraph 5.46) that, “In our stakeholder workshop and one-to-one consultations, we asked property agents and developers how easy or difficult it was for occupiers to find the space they need. All our consultees felt that it was difficult, because currently there is very little property on the market, and any units that do become available let immediately. They reported that there was substantial unmet demand in the market, so

companies who could find the space they need moved to other places, or perhaps stayed in premises that no longer met their needs, compromising growth or efficiency. These views are strongly confirmed by our analysis of market signals in the next section.” The market response is clearly one that points to requirements that have remained unfulfilled.

The Stantec Study refers (paragraph 5.49) to there being just over four months’ available supply in the district. It observes (paragraph 5.50) that, “Despite new units coming onto the market in the last 12 months, market indicators point to an exceptionally tight floorspace market, where demand is much in excess of supply.” The vacancy rate in the district for the non-strategic sector has been on a steep downward trend since 2012 (paragraph 5.52), and floorspace is in extremely short supply (paragraph 5.56). The conclusion is reached (paragraph 5.62) that, “Non-strategic industrial space across North West Leicestershire is seriously undersupplied, as buoyant demand is frustrated by almost non-existent availability. This confirms the conclusion we reached in Chapter 3, based on different evidence, that there is demand for new floorspace in the district not only to cater for future growth, but also to fill the supply gap that already exists.”

In this context the Stantec Study comments in its conclusions (paragraph 6.4) that its forecast should be treated as a minimum, “because historical evidence from the VOA suggests that the true demand could be much higher. Unfortunately we cannot estimate that higher number, because land supply has been constrained for so long that we do not have solid evidence of what happened in a relatively unconstrained market – except from the VOA experimental statistics, which may not be entirely reliable, at least for planning purposes.”

This evidence points very clearly to suppressed or frustrated demand having existed for an extended period. It also points to a need to measure and account for the demand that has been constrained for a long time. This is acknowledged by Stantec, but they do not find a way to make it good; it is an important part of the requirement that is simply not accounted for. This is not something to have emerged overnight, but rather it has accumulated through time. There are real world consequences to this; potential investment is lost, and business and jobs go elsewhere. It sits alongside the further concerns with the approach taken by Stantec summarised above. There does not appear to have been any attempt between 2022 and 2024 to address them. The reliance that can be placed on this part of the evidence base is limited accordingly.

Part 3 of Draft Policy S1 states that the requirement for strategic B8 development land will have regard to the outcome of the ongoing Apportionment Study. It is regrettable that the first opportunity to consider this and its potentially far reaching implications for allocations in North West Leicestershire will be at the Regulation 19 stage. No account appears to have been taken of the requirement for strategic industrial development. This needs to be remedied. That said, the value of the Apportionment Study will be limited by shortcomings in the assessment of the strategic employment land requirement it seeks to distribute. Those shortcomings are serious, and fundamental.

As with the non-strategic element (Part 2 of draft Policy S1, discussed above) representations were made to the Council in relation to the strategic requirement through the 2022 consultation exercise, and the evidence base informing that. It does not appear that the issues raised at that time in this regard have been addressed through the current (Regulation 18) consultation.

That evidence base is provided by “Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change” prepared by GL Hearn and MDS Transmodal for Leicester and the Leicestershire authorities (“the GLH Report”). Criticisms previously levelled against the GLH Report which have not been addressed and remain valid include:

- Its calculation of years of direct supply is based on average take-up from 2014 – 2019, i.e. constrained by availability and what the market and planning system could deliver. A calculation based on actual demand, i.e. what occupiers sought and would have taken without these constraints, would yield a lower representation of years of direct supply. A similar point applies to the assessment of potential future supply where the estimated number of years’ availability would be reduced if measured against unconstrained demand.

- Similar concerns to those expressed above in relation to the Stantec Study apply in terms of plot ratios.
- The approaches used are informed by what has happened in the past. The rapid and fundamental changes in the logistics sector in recent years, and the planning and development constraints that have been in place, mean that past performance is not on its own a good guide to future requirements.
- A margin of flexibility is included to reflect that markets function best when some vacancy allows for choice and churn, and vacancy has been very low in Leicestershire. However, this is also intended additionally to provide a margin for delays in delivery of schemes, and further still a buffer to account for uncertainties in forecasting. No analysis is presented in terms of the extent to which this would “correct” the vacancy rate to a more efficient level, or make good any historic shortfall from extended periods of low availability, and then additionally still provide a margin to allow for the further considerations around delay and forecasting uncertainty.
- The approach taken to the apportionment of the requirement between rail and non-rail served sites is arbitrary and unrealistically biased towards rail. The GLH Report looks at one ambitious assumption equivalent to more than four times the current rail-served representation, a second position equivalent to ten times the current representation, and then takes a mid-point between the two. This mid-point assumes that the proportion of new build strategic space over the Plan period will be seven or more times greater than the existing proportion across the region. This cannot be realistic.
- The GLH Report includes only strategic B8 and not strategic B2. The latter is a much smaller element than the former, but it is still significant and of considerable importance to the economy.
- As with the Stantec Study the GLH Report makes no allowance for any pent up or “suppressed” demand accrued over a more extended period.

These observations point to the GLH Report having significantly understated the requirement for strategic employment land, as well as suggesting a distribution between rail and non-rail served sites that cannot be justified.

As such, there are serious concerns with the extent to which the evidence base properly and fully identifies the requirement for employment land. Those concerns have previously been highlighted to the Council. Some of those concerns have been amplified by subsequent events. None of them appear to have been properly considered by the Council, with adjustments made to the evidence base and its translation into emerging policy where appropriate. This is a significant concern. It undermines the economic strategy of the emerging Plan and the policies and allocations proposed to realise it.

It is noted that the Council have previously been presented with an alternative assessment prepared by a respected and credible author (Savills). This addressed these shortcomings, including in particular around suppressed demand, to arrive at an alternative (higher) estimate of the need for employment land that should be preferred to that suggested by Stantec and GLH, with sufficient allocations made to meet it accordingly.

In both cases – for non-strategic and strategic employment land – the conclusion must be that a significant amount of additional employment land needs to be allocated. Further submissions are made elsewhere in these representations in terms of the opportunities that exist in that regard.

### ***Draft Policy S2 – Settlement Hierarchy***

As framed Draft Policy S2 is misleading. It refers to the strategy being to direct new development to locations within the Limits to Development or, exceptionally, to the proposed new settlement. In fact, the emerging Plan also, appropriately, includes other allocations that are and will remain outside Limits to Development and also (Draft Policy Ec4 alongside Draft Policy S4) allows for the prospect of employment development in the Countryside. This should be referred to and reflected in Policy S2, i.e., reflecting that the strategy is to direct development to the Limits of Development, and the new settlement, and allocated sites, and other locations where the relevant criteria are met.

### ***Draft Policy S4 – Countryside***

The criteria in Part 2 of this draft policy are intended to apply to all types of development allowed by Part 1. Criterion d) of Part 2 requires that new development is well integrated with existing development. It is considered that this criterion is inappropriate, notably in relation to criterion h) of Part 1, which allows employment land in accordance with the provisions of Draft Policy Ec4.

Draft Policy Ec4 is concerned with the circumstances in which employment development on unidentified sites will be allowed. The provisions of that draft policy are such that it will only apply exceptionally and in circumstances where allocated or existing employment sites and previously developed land are not available. It is likely to apply to particular businesses with specific locational requirements. This can be understood alongside the comments provided at paragraph 7.13 of the emerging Plan which refer to the lack in the District of, “modern, flexible high-specification space which can be future-proofed for changing technologies and which is set in an attractive, landscaped environment rather than a more traditional industrial estate...these types of premises are attractive to higher value industrial occupiers.”

As such, there may be businesses with particular locational requirements around (say) road or rail infrastructure, or energy. Others may need a location separate from built up areas for reasons around safety or amenity. Others still, including higher value businesses, may demand an attractive landscaped setting. Where such businesses rely on the provisions of draft Policy Ec4 to be attracted to invest in the District they might very well be frustrated by the further requirement of Policy S4 that they must be well integrated with existing development. The most appropriate solution for them might be that they are carefully designed and accommodated in locations buffered, or entirely separate, from, existing development.

This conflict might be remedied simply through the inclusion of the words “Where appropriate” at the beginning of criterion d) of Part 2 of the draft policy.

### ***Draft Policy AP2 – Amenity***

Part 2 of Draft Policy AP2 states that, “Development which is sensitive to noise or unpleasant odour emissions will not be permitted where it would adversely affect future occupants.” It is considered that the use of a pronoun (“it”) detracts from the clarity and understanding of this part of the policy. It might be better worded to read, “Development which is sensitive to noise or unpleasant odour emissions will not be permitted where the existing or expected presence of noise or odour would adversely affect future occupants.”

### ***Draft Policy AP4 – Reducing Carbon Emissions***

The effect of Part 2 of Draft Policy AP4 could be burdensome for industry with high operational energy requirements and no prospect of meeting those through onsite generation. Any contribution to a carbon offsetting fund should be made subject to viability. More generally, the policy should allow for credit to be given where a development can demonstrate its energy,

beyond what is generated onsite, is sourced from a provider offering a supply from renewable sources.

### ***Draft Policy Ec1 – Economic Strategy***

It is disappointing that no version of this policy is provided in the consultation document and that the first opportunity to review and comment on it will be at the Regulation 19 stage. It is very clearly the case that consultees would wish for their views on Economic Strategy to inform and shape the approach taken in the next draft of the Plan. That will not happen. This is an important shortcoming in this process.

Detailed comments have been made in these representations in relation to Draft Policy S1. Many of those comments relate to Economic Strategy. They should be taken into account when Draft Policy Ec1 is written.

In formulating Draft Policy Ec1 the comments at paragraphs 7.13, 7.18, 7.19 and 7.23 of the Regulation 18 document should be carefully considered and reflected in the text. Paragraph 7.13 refers to the lack in the District of, “modern, flexible high-specification space which can be future-proofed for changing technologies and which is set in an attractive, landscaped environment rather than a more traditional industrial estate...these types of premises are attractive to higher value industrial occupiers.” Paragraph 7.18 observes that, “It is vital for the success of the local economy that there is sufficient land and premises to match the needs of local businesses and to facilitate inward investment.” Paragraph 7.19 puts this in the national policy context with the observation that, “The new Local Plan has a key role to play as explained in the National Planning Policy Framework (NPPF) which requires that “sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity”.” Paragraph 7.23 states that, “the plan’s approach should be able to deal with changing circumstances over the plan’s lifetime, for example if the economy grows more strongly than current studies anticipate and / or if the nature of business needs turns out to be different to what can be anticipated now.”

Together these points speak to the importance of qualitative considerations, and the need to make sure that the requirements of all different types of business can be met. Those are many and varied, and will not be served by an approach which focuses too heavily on the quantitative elements and allocating land simply to match a specific hectareage, rather than also making sure the sites are varied and of the right quality. That is not to underplay the importance of quantitative requirements – fundamentally the amount of land allocated must be sufficient to meet the need in full, with flexibility, and the ability to respond to change. For the reasons set out in the comments made about Draft Policy S1 the Regulation 18 Plan fails by some margin to allocate sufficient land. This must be remedied. It is important that the Plan addresses a full range of needs across all sectors.

The full segmentation within the market must also be recognised within the Economic Strategy. The approach taken in Leicestershire which distinguishes between general and strategic employment land is relevant to some degree, but policy must take account of the fact that these are not homogenous categories. For example, the general category includes everything from workshop and starter / incubator space, all the way through to premises capable of accommodating sizeable and locally important businesses. Equally, the strategic category includes space which might perform a district wide or sub-regional function (say, units up to about 20,000 sq m or so) and also space which might perform a regional (or wider) function (say, units of 30,000 sq m or more). It is not enough simply to identify a quantum of land sufficient in theory to meet needs within each of two artificially distinct (strategic and non-strategic) categories; allocations and supporting policy must also be flexible enough to ensure in the real world that the whole market is catered for on an ongoing basis.

### ***Draft Policy Ec2 – Employment Commitments***

It will be important to ensure that any commitments are fully and robustly assessed before they are relied upon in the Plan. Comments made elsewhere in these representations (about Policy S1) question the continued reliance that can be placed on one such “commitment” (at Money Hill). The same level of scrutiny should be applied to all such sites, and a realistic approach taken. If a site is unlikely to deliver employment it should not be allocated for that use.

### ***Draft Policy Ec3 – New Employment Allocations***

For the reasons set out elsewhere in these representations in relation to Policy S1 it is considered that the emerging Plan underprovides in terms of employment allocations. Additional employment allocations will be necessary. Further submissions are made in relation to the Draft Allocations documents identifying opportunities for such additional allocations.

### ***Draft Policy Ec4 – Employment Uses on Unidentified Sites***

The Draft Plan (paragraph 7.23) refers to the NPPF expectations that policy should be flexible and able to respond to changing circumstances. This is important. The comments made at paragraph 7.13 are also relevant in this regard. They refer to the qualitative components of need and the importance of, “ensuring an adequate supply of land that can meet needs in the widest sense.” Every effort should be made to ensure allocations are sufficient to meet the full need for employment land but circumstances change and a policy response is required to ensure that potential investment, job creation and growth is not lost to the District because a specific requirement cannot be met.

Draft Policy Ec4 seeks to attend to this. It is considered that some amendments are required to ensure this policy works effectively.

Part 3(a)(i) of the Draft Policy refers to, “an immediate requirement for the employment land of the type proposed in North West Leicestershire”. The reference to North West Leicestershire at the end of this clause is ambiguous. Does it mean that the requirement must originate in the District, the required location is in the District, or simply that the proposal is in the District? Whichever is the case it is not clear that the reference to North West Leicestershire can have any meaningful purpose.

There is no suggestion anywhere that the District operates in any sense as a self-contained market, whether for non-strategic or strategic floorspace. There is extensive interaction with neighbouring districts and the County wide FEMA. Indeed, the later provisions of the Draft Policy (Part 3(b)) refer to search areas defined by the Areas of Opportunity, which extend outside the District. If some narrow specificity of location is intended by Part 3(a)(i) of the Draft Policy it is not clear why Part 3(b) should be more expansive.

In this context the words, “in North West Leicestershire” should be removed from Part 3(a)(i). They make no sense from a market perspective. In terms of the location sought by developers or occupiers it should be self evident that if a proposal is within the District that is where the investment is sought because that is where those behind it want it to be. The later provisions of the Draft Policy (Part 3(b)) then act as a filter to direct development to preferred locations where this is possible.

Part 3(c)(ii) requires, “good access to the strategic highway network (M1, M42/A42 and A50)”. Use of the word “and” here implies that good access to each of these roads is required, but that is of course not possible. It is considered that this should be replaced with “and / or”.

### ***Draft Policy IF5 – Transport Infrastructure and New Development***

Part 5 of Draft Policy IF5 includes “and / or” after part (b), but not after part (a). This should be changed so “and / or” is also included after part (a). Public transport services may well be part of any solution and require a financial contribution, but this will not be so in every case, so it must be made clear that these are alternatives to be considered individually or in combination.

### ***Draft Policy En2 – River Mease Special Area of Conservation***

Part 3(c) allows a non-mains drainage solution for foul water in the relevant circumstances with the agreement of the Environment Agency, but only “exceptionally”. It is not clear why this solution should be exceptional. If (as required by this part of the policy) it is agreed with the Environment Agency and (as required by the text that follows) there would be no harm to the SAC, then such an approach should simply be acceptable. The word “exceptionally” should be deleted.



## **PROPOSED ALLOCATIONS**

### ***General Comments***

Paragraph 2.17 of the Proposed Allocations sensibly invites comments from consultees on the proposed draft allocations, as well as anything not included at this stage. These representations comment on both elements.

Extensive comments are made separately to the Proposed Policies, and specifically in relation to Policy S1, which deal in detail with the requirement for employment land. They should be read alongside the observations made here in relation to the Proposed Allocations. For the reasons set out there it is considered that the requirement identified in the Draft Plan has been significantly underestimated. This means that additional sites need to be allocated, and particular care must be taken in ensuring commitments and proposed allocations are robust. The comments made in relation to Policy S1 also include observations around the continued reliance that should be placed on employment land coming forward at Money Hill. The comments made here consider the draft general needs employment allocations, and where additional land should be allocated.

### ***Draft Employment Allocation EMP73 (part) North of A453 Remembrance Way, Kegworth***

For the reasons expressed elsewhere in these representations it is considered that the employment land requirement identified in the Draft Plan has been significantly underestimated. This means that particular care must be taken in ensuring commitments and proposed allocations relied on by the emerging Plan are robust, and that additional allocations need to be made.

In seeking to meet the currently identified requirement the greatest contribution (about a third of the total floorspace) is expected to be made by land north of A453 Remembrance Way, Kegworth. However, there appear to be fundamental difficulties with this.

First, as noted at paragraph 5.16 of the Proposed Allocations, the site is in Flood Zone 3. There are clearly questions around whether an engineering solution to this is capable of being found but equally there must be questions from a sequential test perspective, given sites with a lower risk of flooding have been promoted for employment development elsewhere in the District.

Second, access is reliant on a tunnel being created under the A453 from the southern part of EMP73 (also a draft allocation).

In other words, development north of Remembrance Way would rely on land south of Remembrance Way being developed first, then an engineering solution found to tunnel under an A road into an area at risk of flooding, with an engineering solution also having been found for that flooding and having successfully demonstrated compliance with the sequential test, and all of this being financially viable. These are important and significant hurdles and the Council should be absolutely certain that each can be overcome before this site can be considered for allocation.

## **Potential Locations for Strategic Distribution**

As set out elsewhere in these representations it is considered that the employment land requirement identified in the Draft Plan has been significantly underestimated. This means that additional sites need to be allocated. The Proposed Allocations (paragraph 2.17) invite comments on anything currently excluded from the Draft Plan. In terms of strategic distribution, the Proposed Allocations consider two sites (Freeport / EMP90 (part) and north of J11 M42 / EMP82) but note (paragraph 6.13) that depending on the outcome of further work the allocation of one, both, neither or different sites could be justified.

In this context – from a position that more allocations are needed, and the current consultation invites comments on excluded or different sites – it is considered that site EMP84 (east of J11 M42 / north of Tamworth Road) should be allocated. The Council's previous work leading up to the Regulation 18 consultation identified J11 as an appropriate location for additional strategic employment, and that is indeed appropriate. In circumstances where the position advanced in these representations is one that significantly more employment land should be allocated it is not suggested that site EMP84 should be allocated instead of site EMP82, but rather that both could be appropriate. That said, there are clear reasons why EMP84 is a preferable site to EMP82.

From a Sustainability Appraisal perspective site EMP84 is given a less favourable rating than site EMP82 on one criterion, SA11, concerned with flooding. However, the Council's detailed site appraisal notes this is capable of mitigation in circumstances where only a very small part of the site is outside Flood Zone 1. Site EMP82 is similarly given a less favourable rating than site EMP84 on one criterion, SA6, concerned with access to centres. Site EMP84 is preferred in this regard due to its closer proximity to Measham. There is obviously no mitigation possible in these terms for site EMP82 because the assessment is based on the physical relationship with settlements.

Site EMP82 has a further disadvantage in that it requires an access to be formed on to an A classified Road. This would be contrary to the Leicestershire Highway Design Guide Policy IN5 and the highway authority would not support this. Site EMP84 has no such difficulty, with access to be formed onto Tamworth Road which is not restricted in this way.

More generally, there is the opportunity for site EMP84 to tie into the bus routes serving Mercia Park with no effect on journey times on either the Tamworth or Burton routes. The larger scale of site EMP84 also has advantages in terms of promoting the viability of public transport due to the higher number of potential users and hence revenue. Site EMP82 would need a bus route diversion (a double run to / from the roundabout) to achieve access to the development. On the Burton route this would extend the journey to Mercia Park by approximately 3-5 minutes.

In terms of active travel site EMP84 is connected to the surrounding area and settlements via PROWs. It shares its southern boundary with Tamworth Road which connects the site with Measham and has sufficient space to deliver infrastructure upgrades. This is illustrated in the diagram at Appendix 1. Site EMP82 is isolated and on the other side of the motorway junction so any pedestrian / cycle facilities would not be direct and would attract delay associated with crossing multiple arms of traffic.

As such, site EMP84 has some distinct advantages in terms of its connectivity and its relationship with settlements.

The detailed assessment of site EMP84 prepared by the Council identifies two particular matters which it is suggested mitigate against its allocation. One essentially relates to how the effect of phosphorous on the SAC might be managed, whilst the other relates to landscape and visual matters.

On the first point, it is not clear why this should be a particular constraint for site EMP84. For other draft allocations (site EMP82, but also for example site EMP60) it is simply recorded amongst the policy criteria as a matter to be addressed. This notwithstanding, investigations have been undertaken to consider how the matter might be addressed in relation to site EMP84.

A Technical Note on Total Phosphorous Neutrality has been prepared in this regard and is provided here at Appendix 2. This explains how development of site EMP84 could be achieved in a manner that would result in no additional total phosphorous being discharged, with no adverse effect on the integrity of the River Mease SAC.

On the second point, further work has similarly been undertaken and is provided here in the Landscape and Visual Technical Note at Appendix 3. This concludes that site EMP84 has the potential to accommodate well designed development from a landscape and visual perspective. It offers a raft of recommendations to indicate how that might be achieved. It comments that the scale of this site is such that there should be considerable opportunities to accommodate these, or other measures as required. It draws no particular distinction between sites EMP84 and EMP82 in terms of their ability to accommodate development save again for the former having greater flexibility to offer mitigation measures.

More generally, an assessment of the potential for site EMP84 to accommodate development from a landscape led perspective has progressed with the outcome illustrated in Plans 1 and 2 attached to the Landscape and Visual Technical Note. These show the opportunities and constraints associated with the site, and then indicatively how a green infrastructure framework might respond to this.

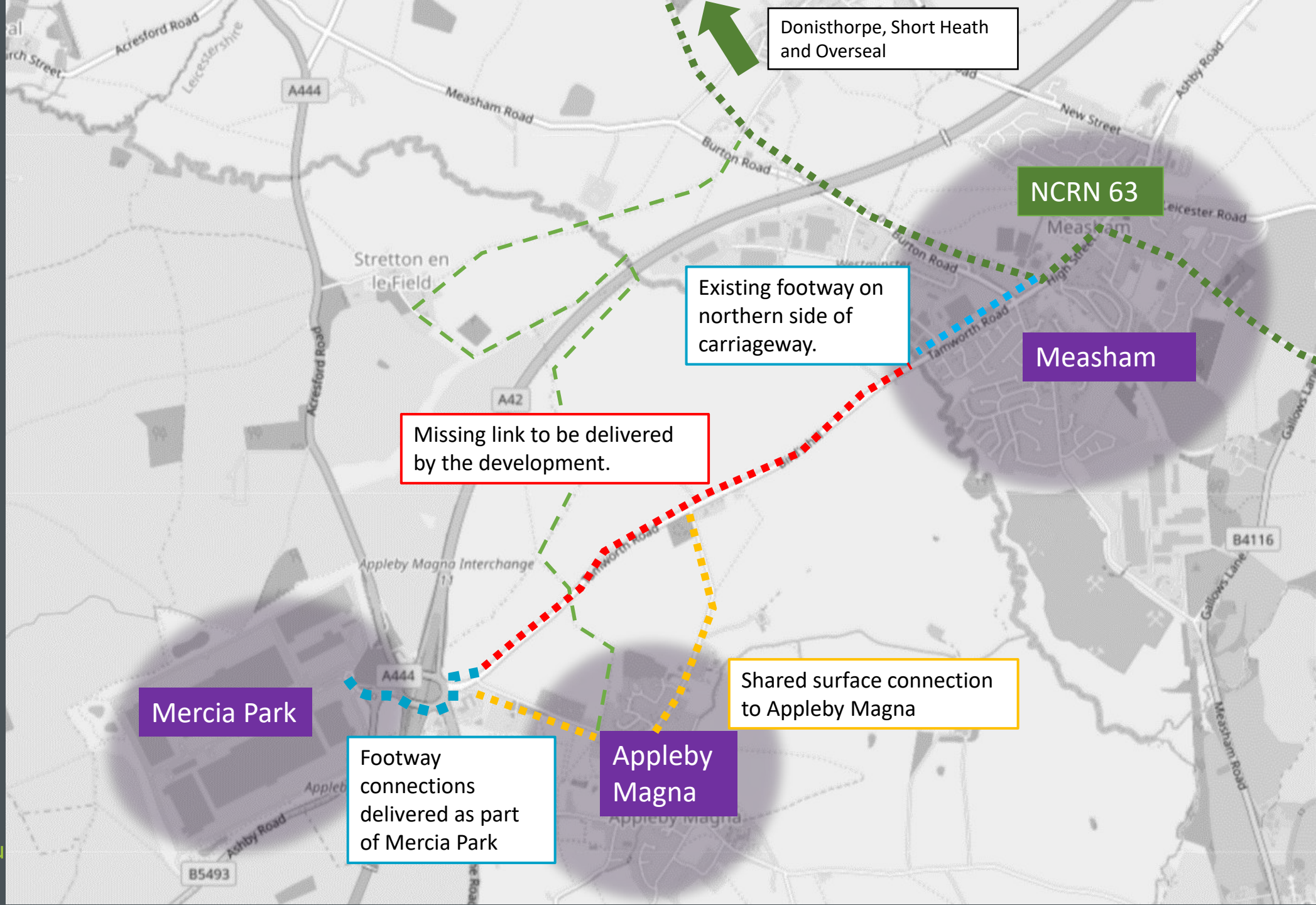
Read as a whole, this demonstrates that the misgivings about site EMP84 are misplaced, and it is at least as suitable for development as the draft allocation site EMP82. Indeed, in some important ways site EMP84 is notably superior. In this context, and again cognisant of the need explained elsewhere in these representations to identify more employment land, site EMP84 should be allocated.

Site EMP84 is a deliverable site suitable for allocation and readily capable of being brought forward for employment development. Those promoting this site would also be amenable to working with adjoining landowners on a proactive basis where further land assembly and a broader allocation would contribute positively to a successful development.

## **APPENDIX 1**

### **Active Travel Integration**

# Bridging the Gap



Donisthorpe, Short Heath and Overseal

NCRN 63

Existing footway on northern side of carriageway.

Measham

Missing link to be delivered by the development.

Mercia Park

Shared surface connection to Appleby Magna

Footway connections delivered as part of Mercia Park

Appleby Magna

## **APPENDIX 2**

### **Technical Note on Total Phosphorous Neutrality**



## TECHNICAL NOTE ON LAND EAST OF M42 JUNCTION 11, TOTAL PHOSPHORUS NEUTRALITY

### 1. Introduction

This technical note has been produced by Marian Cameron Consultants Ltd to support the promotion of Land East of M42 Junction 11 through the Local Plan. It provides background information relating to the requirements for the commercial development being promoted to be Total Phosphorus neutral and how this would be potentially achieved to ensure that no additional Total Phosphorus from the Proposed Development enters or affects the site integrity of the River Mease Special Area of Conservation (SAC).

#### ***Nutrient Neutrality***

Nutrient neutrality is a concept promoted by Natural England as '*a means of ensuring that development does not add to existing nutrient burdens*'. By adhering to the concept, developers can provide certainty that their scheme is thus 'deliverable' in line with the requirements of Regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended) which were highlighted by the recent Dutch Nitrogen Cases<sup>1</sup>.

In the case of the River Mease SAC, as the River Mease is a fluvial environment with no tidal influence, the key nutrient of concern is Total Phosphorus. As this is not a tidal or marine environment there is no requirement in the River Mease SAC catchment for Total Nitrogen to be addressed. Therefore, the nutrient being addressed within this technical note is Total Phosphorus in soluble and suspended solid forms as discussed further in Section 2 below.

#### ***The Author***

Marian Cameron BSc (Hons), MSc, MIEMA, CENV, PIEA is an Environmental Consultant with over 20 years experience. She provides advice and support on a diverse range of planning proposals including planning applications and promotion of sites through the local plan process. She coordinates environmental impact assessment for major road, rail, urban regeneration, commercial developments, mixed use development on brown and green field sites, residential schemes and energy schemes. Furthermore, she provides nutrient neutrality advice and guidance to developers across most of the catchments in England and Wales affected by Nutrient Neutrality to ensure that residential and other developments do not release additional Total Phosphorus and/or Total Nitrogen into the wider catchment of the internationally designated sites (achieve Nutrient Neutrality).

### 2. River Mease SAC

The River Mease is designated as a Special Area of Conservation (SAC). It rises in northwest Leicestershire and flows westwards for approximately 25km across a largely rural and agricultural

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<sup>1</sup> Coöperatie Mobilisation for the Environment and Vereniging Leefmilieu (C-293/17 & C-294/17).



landscape to its confluence with the River Trent at Croxall. It represents a relatively unmodified lowland clay river and contains a diverse range of physical in-channel features, including riffles, pools, slacks, vegetated channel margins and bankside tree cover which provide the conditions necessary to sustain nationally significant fish populations of spined loach *Cobitis taenia* and bullhead *Cottus gobio*. Included in the designation are the lower reaches of Gilwiskaw Brook which are steep and fast flowing downstream of Packington village.

The reason for the designation of the River Mease as a SAC was the presence of Habitats Directive Annex II species spined loach and bullhead. Habitats Directive Annex II species white-clawed crayfish *Austroptamobius pallipes* and otter *Lutra lutra* are also present as qualifying features but not a primary reason for site selection. Watercourses of plain to montane levels with the *Ranunculion fluitantis* and *Callitricho-Batrachion* vegetation and Annex 1 habitat is also present as a qualifying feature.

### ***Key Issues for Maintaining the River Mease SAC***

The key pressures for maintaining the River Mease SAC site relate to:

- Development and housing;
- Wastewater capacity/quality; and
- Diffuse sources.

This technical note concentrates on effects from the Proposed Development on water quality as Natural England and the Environment Agency's position is that elevated levels of phosphorus within the River Mease are having a detrimental effect on the ecology and biodiversity of the River Mease, through increasing levels of eutrophication. There are two principal sources of phosphorus in rivers:

- Effluent discharges from sewage treatment works; and
- Diffuse phosphorus pollution, mainly in runoff from agricultural land.

In 2011, the River Mease SAC Water Quality (Phosphate) Management Plan<sup>2</sup> drew together all existing knowledge and work being carried out within the catchment, along with new actions and innovations that will work towards the long-term goal of the achievement of the Conservation Objectives for the River Mease SAC and bringing the SAC back into favourable condition. The primary objective for the Water Quality Management Plan was *that the combined actions will result in a reduction in phosphate in the River Mease to no more than 0.06mg/l*. This forms the Conservation Objective Target for the River Mease SAC<sup>3</sup>.

In summary, Natural England acknowledge that developers are not being requested to solve the problem or help manage River Mease SAC, but instead developers are required beyond reasonable

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<sup>2</sup> Environment Agency and Natural England (June 2011) River Mease SAC Water Quality (Phosphate) Management Plan

<sup>3</sup> [www.nwleics.gov.uk](http://www.nwleics.gov.uk)





scientific doubt to prevent any additional Total Phosphorus being released into the River Avon SAC as a result of construction and/or operation of those developments.

The types of developments within the River Mease SAC catchment that are required to be Total Phosphorus neutral are:

- New homes;
- Student accommodation;
- Care homes;
- Tourist attractions;
- Permitted development (which gives rise to new overnight accommodation) under the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended); and
- Any development not involving overnight accommodation, but which may have non-sewerage water quality implications<sup>4</sup>.

As the Proposed Development is a commercial development which would not provide any overnight accommodation it falls within the last category '*Any development not involving overnight accommodation, but which may have non-sewerage water quality implications*'.

In the River Mease SAC catchment, only development which would increase the number of residents or overnight stays in the catchment (i.e. increase the population within the River Mease SAC catchment) are required to address nutrients in foul water as the assumption is that those that live or stay in the catchment are permanently there generating foul water. This assumption allows for the following scenarios:

- People who live and work in the catchment;
- People who live or stay in the catchment but commute out of the catchment during the day; and
- People who live or stay outside of the catchment but commute into the catchment during the day.

As the Proposed Development would not provide any residential or overnight accommodation, it would not increase the population within the River Mease SAC catchment and the foul water generated by the workers is already accommodated within the methodology for calculating Total Phosphorus neutrality as stated above. Therefore, there is not a requirement for the Proposed Development to remove nutrients from foul water generated within the Site. However, as there is a current capacity issue (not related to Nutrient Neutrality) at the Waste Water Treatment Works within the River Mease SAC catchment foul water treatment options are nonetheless considered below.

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<sup>4</sup>[https://www.nwleics.gov.uk/pages/developments\\_within\\_the\\_catchment\\_area\\_of\\_the\\_river\\_mease\\_special\\_area\\_of\\_conservation](https://www.nwleics.gov.uk/pages/developments_within_the_catchment_area_of_the_river_mease_special_area_of_conservation)



### ***Water Quality in the River Mease SAC***

Phosphorus occurs mostly as phosphates. The forms are described as:

- Orthophosphates (reactive phosphates) which are generally used in agriculture i.e. as fertilisers;
- Polyphosphates (inorganic) which contain salts and/or metals and are generally associated with food additives etc.; and
- Organic phosphates which are those formed by biological processes and are mostly found in human effluent.

There is growing scientific literature which shows that the ability of biota to take up a given phosphate may be independent of the form. However, Orthophosphates (also called Soluble Reactive Phosphorus), which can also be formed in effluent treatment processes from organic phosphates, are considered the form most bioavailable and utilised by biota, and hence likely to be the most attributable to eutrophication. Therefore, rather than Total Phosphorus, a more appropriate measurement maybe that of Orthophosphate, but even this would only be indicative and categorically not conclusive of having the potential to cause eutrophication.

To better understand the issue with concentrations of Total Phosphorus in the River Mease SAC, a source – pathway – receptor model is to be applied.

In this case, surface water and foul water discharge from the Proposed Development are the potential impact sources being considered; the unnamed watercourse (drainage ditch) within the Site and River Mease are the impact pathways; and the qualifying features of River Mease SAC are the receptors being scoped for the risk of adverse effects upon them.

To demonstrate beyond reasonable scientific doubt that a proposed development will not adversely affect the integrity of the River Mease SAC, the following steps need to be taken:

- i. Demonstrate that the impact source does not exist (i.e. demonstrate Total Phosphorus neutrality); or
- ii. Demonstrate that there is no functional pathway for Total Phosphorus transfer between the development site's surface and foul water discharge and the River Mease SAC; or
- iii. Demonstrate that the qualifying features of the designated sites will not be adversely affected by any additional Total Phosphorus reaching the River Mease SAC.

If the risk of an adverse effect on site integrity at any of the above three points (source, pathway, receptor) cannot be scoped out, the Proposed Development would need to deliver Total Phosphorus specific mitigation. In addition, if it is concluded, that there is an existing adverse effect on site integrity on the River Mease SAC as a consequence of nutrient levels within the River Mease, then any additional inputs of Total Phosphorus to the River Mease SAC from the Proposed Development's surface run-off



and/or foul water discharging from the Site would need to be mitigated. The identified mitigation measures would need to be effective in mitigating any adverse effect on site integrity of the River Mease SAC, and this effectiveness would need to be established beyond reasonable scientific doubt.

### **3. Land East of M42 Junction 11**

#### ***The Site***

The Site is 74.5 ha and is located to the west of Measham. It is bounded to the: west by M42 Junction 11 where it becomes the A42; north by agricultural fields; east by Tamworth Road; and south by Heath Lodge and farmland, with Tamworth Road where it meets M42 Junction 11 beyond.

The Site lies within 'Mease from Gilwiskaw Brook to Hooborough Brook Catchment'<sup>5</sup> with an unnamed watercourse (drainage ditch) which forms a tributary of the River Mease flowing southeast to northwest through the north-western area of the Site.

Most of the Site is on slightly acid loamy and clayey soils with slightly impeded drainage with the northern area of the Site on freely draining slightly acid loamy soils<sup>6</sup>. For the purposes of this Technical Note the Total Phosphorus neutrality budget calculations have been based on slightly impeded soils as they have a higher associated nutrient leachate figure and would therefore form a more conservative assumption. Furthermore, the average rainfall on the Site is 650mm to 675mm<sup>7</sup> and the Site is within a Nitrate Vulnerable Zone and therefore at risk from agricultural nitrate pollution.

The Site comprises arable land which is primarily used for cereal crops for over 10 years and there are no buildings. The fields are separated by hedgerows with trees. The leachate rate of Total Phosphorus from the arable land, which is affected by the soil characteristics, rainfall and presence of the Nitrate Vulnerable Zone is 0.32 kg TP/ha/yr. Therefore, the arable fields within the Site would generate a Total Phosphorus load of 23.84 kg TP/yr.

#### ***The Proposed Development***

At this (Local Plan promotion) stage, the precise composition of development is unknown. However, master planning and site assessment has been undertaken by the site promoters to arrive at a set of parameters for the Proposed Development which have been used to inform the analysis presented in this Technical Note. In summary, it is anticipated that the Proposed Development would comprise eight large commercial units (Land Use Class B8) with associated car parking, access roads and greenspace.

The Proposed Development is anticipated to generate up to 3,200 full time equivalent jobs within the Site. In accordance with British Water Code of Practice – Flows and Loads 4 Sizing Criteria, Treatment Capacity for Sewage Treatment Systems<sup>8</sup> which assumes a flow per person of 50 litres/day (l/d) within

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<sup>5</sup> <https://environment.data.gov.uk/catchment-planning/OperationalCatchment/3303>

<sup>6</sup> <https://www.landis.org.uk/soilscapes/>

<sup>7</sup> <https://nrfa.ceh.ac.uk/data/station/spatial/25005>

<sup>8</sup> British Water (undated) Code of Practice. Flows and Loads – 4 Sizing Criteria, Treatment Capacity for Sewage Treatment Works.



light industrial units and offices (assuming mains water demand is the same as discharged flows)<sup>9</sup>, this would result in 160,000 l/d of foul water being generated. The Total Phosphorus load within the foul water as it reaches the natural environment depends on the treatment as discussed below in Section 4. The requirement for reducing the Total Phosphorus generated by the Proposed Development's foul water is dependent on how and where the foul water is treated which is set out below in Section 4 as it is not a development which would generate additional population within the River Mease SAC catchment.

In terms of land use, and on the basis of current master planning, the Proposed Development would comprise approximately:

- 51 ha of new commercial/industrial land including buildings, car parks, roads, hardstanding and incidental areas of greenspace such as verges. Commercial/industrial land has a leachate rate of 0.97 kg TP/ha/yr which would generate a Total Phosphorus load of 49.47 kg TP/yr; and
- 23.5 ha of greenspace where no fertiliser would be used and any dog waste would be removed and placed in the bins provided. Greenspace has have a leachate rate of 0.02 kg TP/ha/yr which would generate a Total Phosphorus load of 0.45 kg TP/yr.

The design of the Proposed Development and therefore the land use areas would be refined through design evolution prior to a planning application being submitted and therefore these are conservative estimates for the purposes of this Technical Note.

When comparing the existing Total Phosphorus load with the proposed Total Phosphorus load, without any mitigation, there would be an additional 26.08 kg TP/yr generated by the Proposed Development from surface water run-off which could enter the River Mease SAC. Therefore, measures are required to ensure that this additional Total Phosphorus load does not enter the River Mease SAC as the Proposed Development may have non-sewerage water quality implications.

#### **4. Design Measures to Ensure the Proposed Development is Total Phosphorus Neutral**

This section summarises the current proposals for ensuring that the Proposed Development reduces the Total Phosphorus load to enable it to become Total Phosphorus neutral once operational. They would be reviewed and refined during the evolution of the Proposed Development's design.

##### ***Foul Water Drainage Strategy***

The following three options are currently being investigated for the Proposed Development's foul water:

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<sup>9</sup> As required by Natural England for water consumption from residential dwellings, a buffer of 10l/pp/day has been added to 50l/l/p/d within the Total Phosphorus neutrality budget calculations.



1. Foul water from the Proposed Development would discharge into the nearest public sewer which is likely to flow to Snarestone Sewage Treatment Works (STW) within the River Mease SAC catchment; or
2. Foul water from the Proposed Development would discharge into the public sewers which flow to Newton Regis STW which is outside of the River Mease SAC catchment; or
3. Foul water from the Proposed Development would be treated on-site by a Water Recycling Centre (WRC) which would be adopted by a NAV<sup>10</sup> before being discharged into the unnamed watercourse which flows through the Site.

If Option 1 is pursued, treated foul water would discharge into the River Mease SAC catchment. However, as the Proposed Development would exclude overnight accommodation and therefore falls into '*Any development not involving overnight accommodation, but which may have non-sewerage water quality implications*' category there is no requirement for the Proposed Development to consider the nutrients associated with the generation of foul water as no additional population would be generated. It can therefore be scoped out of the Total Phosphorus neutrality budget calculations.

If Option 2 is pursued, there would be no treated foul water discharged into the River Mease SAC catchment and it can therefore be scoped out of the Total Phosphorus neutrality budget calculations.

If Option 3 is pursued, even though there is no requirement for the Proposed Development to consider the nutrients associated with the generation of foul water as explained above for Option 1, as the treatment of foul water would occur within the Site it would be scoped into the Total Phosphorus neutrality budget calculations.

### *Option 3*

If a Water Recycling Centre is provided on-site to treat the foul water generated by the Proposed Development, it is anticipated to have a discharge limit of 0.25 mg/l. This would result in the Proposed Development generating a Total Phosphorus load of up to 15.77 kg TP/yr which would be further reduced through tertiary treatment through a pond with a Floating Treatment Wetland to 9.46 kg TP/yr. This Total Phosphorus load would then be balanced against the difference in leachates from the change of land uses to calculate the Proposed Development's Total Phosphorus budget.

The Water Recycling Centre would be designed and adopted by a NAV and along with the tertiary treatment solution would be maintained and managed for the lifetime of the Proposed Development.

### *Water Consumption Savings*

Regardless of the means of treatment of foul water, the Proposed Development would be designed to minimise water consumption by implementing a combination of the following water saving techniques

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<sup>10</sup> New Appointments and Variations (NAVs) are limited companies which provide a water and/or sewerage service to customers in an area which was previously provided by the incumbent monopoly provider.



and technologies in accordance with Building Regulations which would reduce the Total Phosphorus in foul water:

- High efficiency, aerated, censored or low flow taps/showerheads;
- Double flush or low flush toilets;
- Tankless hot water heaters;
- Water efficient dishwashers;
- Insulator hot water cylinders;
- Pressure reducing valves; and
- Rainwater harvesting including water butts.

### ***Surface Water Drainage***

A Surface Water Drainage Strategy would be produced for the Proposed Development, in accordance with CIRIA Guide 753 – The SuDS Manual<sup>11</sup> and CIRIA Guide C808 - Using SuDS to reduce phosphorus in surface water runoff<sup>12</sup>. The Surface Water Drainage Strategy would be based on SuDS treatment trains with a minimum of two stages of treatment to address water quality (including Total Phosphorus and sediment removal) and quantity being discharged from the Proposed Development. The types of SuDS being considered within the Proposed Development include:

- SPEL Purceptor/Stormceptors;
- Swales;
- Detention basins;
- Pond within Floating Treatment Wetlands
- Filter strips/drains; and
- Permeable/pervious paving.

The current proposed treatment trains for the areas around the commercial units in the current masterplan for the Proposed Development relying on the initial drainage strategy prepared for the Site by the project engineers are as follows:

- Units 1 – SPEL Purceptor/Stormceptors>Pond>Swale>Pond>Unnamed Watercourse (drainage ditch) within the Site>River Mease;
- Units 2, 3, 5 – SPEL Purceptor/Stormceptors>Detention Basin>Swale>Pond>Unnamed Watercourse (drainage ditch) within the Site>River Mease; and
- Units 4, 6, 7, 8 - SPEL Purceptor/Stormceptors>Pond>Unnamed Watercourse (drainage ditch) within the Site>River Mease.

These treatment trains together, along with removing sediment from the water, are anticipated to result in a conservative estimate of 77.5% overall removal of Total Phosphorus from the surface water run-

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<sup>11</sup> CIRIA (December 2015) CIRIA Guide 753 – The SuDS Manual

<sup>12</sup> CIRIA (2022) CIRIA Guide C808 - Using SuDS to reduce phosphorus in surface water runoff



off associated with the impermeable areas of the Site. This removal rate could be increased to 100% if infiltration testing within the Site can prove that infiltration is practicable and implementable in accordance with the CIRIA Guide C808 - Using SuDS to reduce phosphorus in surface water runoff. The removal rates are incorporated into the Nutrient Budget Calculation for the Proposed Development during the consideration of the Total Phosphorus load leaching off the Proposed Development to allow a comparison against the current Total Phosphorus load leaching off the agricultural land.

Precipitation falling onto the greenspace would infiltrate naturally into the ground or flow into the unnamed watercourse within the Site and therefore would not be subject to treatment before being discharged from the Site.

## 5. Summary

Once the foul water and surface water Total Phosphorus loads from the current Site are compared to those resulting from the Proposed Development, assuming effective implementation of on-site design measures under the following scenarios, it is concluded that the Proposed Development has the potential to achieve Total Phosphorus neutrality (Nutrient Neutrality)<sup>13</sup>:

1. Foul water generated by the Proposed Development is discharged to a Sewage Treatment Works within the River Mease SAC catchment and therefore is not subject to consideration in terms of Total Phosphorus neutrality, but the surface water run-off generated by the impermeable surfaces within the Proposed Development is treated through SuDS treatment trains prior to discharge into the unnamed watercourse (drainage ditch) within the Site before it flows into the River Mease;
2. Foul water generated by the Proposed Development is discharged to a Sewage Treatment Works outside of the River Mease SAC catchment and therefore is not subject to consideration in terms of Total Phosphorus neutrality, but the surface water run-off generated by the impermeable surfaces within the Proposed Development is treated through SuDS treatment trains prior to discharge into the unnamed watercourse (drainage ditch) within the Site before it flows into the River Mease; and
3. Foul Water generated by the Proposed Development is treated on-site through a Water Recycling Centre and a pond with a Floating Treatment Wetland (all adopted by a NAV and subject to long term management and maintenance) and the surface water run-off generated by the impermeable surfaces within the Proposed Development is treated through SuDS treatment trains prior to discharge into the unnamed watercourse (drainage ditch) within the Site before it flows into the River Mease.

It is recognised that the Proposed Development along with the measures to ensure the Proposed Development achieves Total Phosphorus neutrality would be subject to further design evolution prior

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<sup>13</sup> Details of the calculations and initial drainage strategy used to inform this Technical Note can be provided if required



to submission of a planning application. Therefore, any planning application for the Proposed Development would be accompanied by a Nutrient Neutrality Report and a Report to Inform the Habitats Regulations Assessment (or equivalent) to provide evidence beyond reasonable doubt that the Proposed Development would not result in additional Total Phosphorus entering or affecting the site integrity of the River Mease SAC.

The implementation of the on-site treatment of foul water and surface water during operation of the Proposed Development on its own or cumulatively would result in:

- No reduction of areas of key habitats;
- No significant disturbance to key species using the habitats within River Mease SAC;
- No habitat or species fragmentation;
- No reduction in species density;
- No adverse changes in key indicators of conservation value (water quality etc.);
- No climate change impacts; and
- No changes in water levels within River Mease SAC.

In conclusion, the design measures discussed above to reduce and offset Total Phosphorus reaching River Mease SAC would be fully implemented prior to the occupation of the commercial units and can remain in place for the lifetime of the Proposed Development. The Proposed Development would result in no additional Total Phosphorus being discharged from the Proposed Development. Therefore, there would be no adverse effect on the site integrity of the River Mease SAC.



## **APPENDIX 3**

### **Landscape and Visual Technical Note**

# Landscape and Visual Technical Note



**Tyler  
Grange**

**Land East of M42, Jct 11  
March 2024**

TG Report No. 15720\_R03B\_RM/WL\_WL

<b>Report No:</b>	<b>Date</b>	<b>Revision</b>	<b>Author</b>	<b>Peer Review</b>	<b>Approved</b>
15720_R03	March 2024	B	Rob Mayers (BSc (Hons))	Wendy Lancaster PGDipLA PGDipUD CMLI FRSA	



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## Plans:

Plan 1: Landscape Opportunities and Constraints (15720\_P01)

Plan 2: Indicative Green Infrastructure Strategy (15720\_P04)



## Section 1: Introduction

- 1.1. This Landscape and Visual Technical Note (LVTN) has been prepared by Tyler Grange Group Ltd on behalf of P, W, C & R Redfern to provide high level advice on the landscape and visual matters associated with the potential allocation of Land East of Junction 11, M42, identified in the 2021 North West Leicestershire SHELAA as EMP84. It acknowledges but succeeds the earlier work undertaken by SLR Consulting Ltd during 2020 and 2022. It also addresses the findings of the Council's Employment Site Assessments document. Furthermore, the Government has stated its intention to not continue with the later phases of HS2, releasing land that had been previously safeguarded. The southeastern part of the Site forms part of the HS2 safeguarding area and its release has implications on the location of future buildings and their mitigation.
- 1.2. The Site is located to the southwest of Measham and is located within the administrative area of North West Leicestershire District Council (NWLDC). The current Local Plan, the North West Leicestershire Local Plan 2011 to 2031 provides the current planning policies for the district.
- 1.3. The Site comprises approximately 77ha of agricultural land to the southwest of Measham and is sited within several parcels of undeveloped land located between the A42 (northwest) and Tamworth Road (southeast). The location of the Site is provided below in Figure 1.





**Figure 1: Site Location (EMP84)**



## Section 2: Planning Context

### Designations and Rights of Way

- 2.1. The Site is not located within or adjacent to any national designations for landscape value, quality or condition, such as AONBs or National Parks. There are no landscape related designations on the Site itself; there are, however, a number of veteran trees present in the centre of the Site, close to the route of the stream. These are the subject of earlier arboricultural assessment.
- 2.2. The Site is outside but in close proximity to the National Forest, the boundary of which follows the course of the River Mease to the northeast of the Site.
- 2.3. Conservation Areas are located at Appleby Magna (700m south of the Site) and Measham (1.5km east of the Site). A Scheduled Monument is located 700m south east of the Site within Appleby Magna (The Moathouse).
- 2.4. Two Grade II Listed Buildings are located 250m south of the Site off Rectory Lane (The Old Rectory). A Grade II Listed Building is also located at Side Hollows Farm, 800m east of the Site. Further Grade II Listed Buildings are associated with the surrounding settlements and hamlets of Measham, Appleby Magna and Stretton en le Field.
- 2.5. A Public Right of Way, Q3, crosses the Site in a north to south direction before travelling east along its northern boundary. The PRow provides a connection between Stretton en le Field in the north to Appleby Magna in the south, and links to the wider PRow network present in the surrounding landscape. The Ivanhoe Way Long Distance Trail passes 700m northeast of the Site, along which National Cycle Route 63 extends.

### Planning Policy

#### National Planning Policy Framework (NPPF) 2023

- 2.6. The NPPF outlines the Government's planning policies for England, setting out how these are expected to be applied. The NPPF is a material consideration in planning decisions and any development would need to accord with the following planning provisions. The following paragraphs are considered relevant to the Proposed Development:
  - Paragraph 8 states that in order to achieve sustainable development the planning system has economic, social and environmental objectives. This is expanded with Para. 8(c) an environmental objective, *"to protect and enhance our natural, built and historic environment"*.
  - Paragraph 104 seeks the protection and enhancement of PRow alongside the opportunity of creating better facilities for users.
  - Paragraph 129 notes that *"area-based character assessments...can be used to help ensure that land is used efficiently while also creating beautiful and sustainable places"*.



- Paragraph 135 states that planning policies and decisions should ensure that developments:
  - b) *“are visually attractive;*
  - c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change; and*
  - d) *“establish or maintain a strong sense of place”.*
- Paragraph 180 states that planning policies and decisions should contribute to and enhance the natural and local environment by:
  - *“b) recognising the intrinsic character and beauty of the countryside; and*
  - *d) minimising impacts on and providing net gains for biodiversity.”*
- Paragraph 181 states that the planning system should distinguish between the hierarchy of international, national and locally designated sites;

## Local Planning Policy

2.7. The North West Leicestershire Local Plan 2011 to 2031 provides the current planning policies for the district. Those policies considered relevant to landscape visual matters comprise:

- Policy S3 – Countryside seeks maintain, and where possible enhance, the environmental, economic and social value of the countryside.
- Policy D1 – Design of New Development, states that the Council will support proposed developments that are well designed, based upon a robust opportunities and constraints assessment and have regard to sustainable design and construction methods.
- Policy D2 – Amenity, states that proposals for development should be designed to minimise their impact on the amenity.
- Policy IF1 – Development and Infrastructure, seeks the provision of new physical, social and green infrastructure in order to mitigate development impacts upon the environment and communities.
- Policy EN1 – Nature Conservation, states that proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.

## Evidence Base

2.8. The planning policy is underpinned by a wide range of evidence documents; those of relevance to the Site are described below:

### North West Leicestershire Design Overview

2.9. This document sets out basic principles to ensure that development positively contributes to North West Leicestershire’s towns and villages. The report states that creating high quality





places is a key aspiration of the Council and notes under the heading “*Creating places that people and businesses are proud of*” that developments must positively contribute to:

- *“enhancing and improving the setting of our heritage and distinctive townscapes,*
- *improving perceptions of the area,*
- *identifying and reinforcing existing local identity,*
- *develop a National Forest identity through the creation of sustainable buildings and landscapes, and;*
- *offer both existing and new residents and businesses the opportunity to adopt more sustainable, lower carbon lifestyles.”*

### **Settlement Fringe Assessment (2010)**

2.10. This assessment was prepared as evidence for the now withdrawn Core Strategy; however, the Settlement Fringe Assessment remains part of the adopted evidence base for the 2011 – 2031 Local Plan for North West Leicestershire. The purpose of the assessment is to help the Council to ensure that the siting of new development (principally housing) is where it would have the least adverse effects on the landscape or setting of each settlement. Further context relating the landscape character of the southwest fringe of Measham is included in Section 4 of this report.

2.11. Of relevance to the Site is the scope for mitigation of potential effects of new development within the southwest fringe of Measham. These include:

- *...Landform is important in providing screening to much of the settlement and in particular in screening of warehouse development along the River Mease (Westminster Industrial Estate). The River Mease provides a strong boundary to development and small pockets of woodland and trees provide some softening to the urban edge of the settlement.*
- *...The entrance into the settlement along Birds Hill would also change. The landscape has little woodland planting; to mitigate development along this fringe large blocks of woodland would be needed to help screen and soften the scale of development... Any development should retain views from within the settlement towards the rolling landscape and seek to minimise the influence of warehouses and industry on the southern fringes of the settlement.”*

### **Strategic Housing and Economic Land Availability Assessment (SHELAA) (2021)**

2.12. The purpose of the SHELAA is to bring together information about the potential availability of sites for housing and economic purposes in North West Leicestershire. The Site is identified in the SHELAA as EMP 84 - Land at J11 A42 between A42 and Tamworth Road, available and achievable noting that:

*“The Site is poorly related to existing settlements but well located relative to the strategic road network (M/A42). If it were to come forward for employment use in the current plan period the*



*proposal would have to satisfy Policy EC2(2) and address detailed matters including the implications for the River Mease catchment”.*

- 2.13. The Site is noted as being developable and capable of supporting offices; industry; storage/distribution uses.
- 2.14. A number of other sites identified in the SHELAA are present close to the Site, most notably EMP82 – Land East of A444 and West of A42. EMP82 is situated west of the Site on land defined by the A444 to the west, the A42 to the east and junction 11 to the south. The potential uses of EMP82 are light industrial (part of Class E), industrial; storage/distribution and is noted as being available and achievable but has limited sustainable transport links. Further discussion regarding EMP82 is included later in this Note.

### **North West Leicestershire Further Landscape Sensitivity Study (2021)**

- 2.15. This document assessed both EMP82 and EMP84 as a single parcel, 08APP-C. Although the document acknowledges the presence of the HS2 route passing through the parcels, it did not include it in the baseline for the assessment.
- 2.16. Under the heading of ‘landscape value’, the document describes the parcel as having a *“weakened strength of character”* with moderate quality and condition. It goes on to refer to the presence of a TPO in the north-west of the parcel, i.e., within EMP82. The paragraph concludes that *“the landscape is not considered to be unique or rare in the context of this study”*.
- 2.17. Under the heading of ‘landscape susceptibility’, the document refers to the *“weak sense of place”* and the *“low level of tree and hedgerow cover”*. It states that the sense of tranquillity is low due to the presence of the A41, as well as *“nearby wind turbines and large scale commercial development to the west”*.
- 2.18. Overall landscape sensitivity was assessed as being medium-low.
- 2.19. Under the heading of ‘visual value’, the document states that *“there are no views within the parcel which are of high scenic value, nor is there any evidence of regionally or locally valued views from within the parcel”*.
- 2.20. Under the heading of ‘visual susceptibility’, the document states that there is some intervisibility with the wider landscape, including views north-east to the east of Measham and south-east towards the spire of Appleby Magna church. It goes on to state that *“the parcel does not form a distinctive part of the skyline, which is partially development and rural”*. It highlights the visual detractors of the A42 and the large scale commercial development at Mercia Park. The document highlights the higher susceptibility walkers on the PRow but states that *“these do not appear to be well used”*.
- 2.21. Overall visual sensitivity was assessed as medium.



## Employment Sites Sustainability Appraisal

- 2.22. The above document<sup>1</sup> includes assessments of both EMP82 and EMP84, assessment them against criteria SA13 (Landscape). Both sites were assessed as scoring 'significant negative' for SA13, which is defined as *"the site works against the achievement of this objective; it could exacerbate relevant sub-objectives and may result in potentially significant adverse effect"*.
- 2.23. The document refers to the sensitivity assessment which assesses EMP82 and EMP84 as part of the same parcel, acknowledging the medium-low landscape sensitivity and medium visual sensitivity of the parcel. The document also describes both EMP82 and EMP84 in similar terms, as open arable fields that are *"attractive in their own right"*. The document acknowledges the urban influences on both EMP82 and EMP84 but that development within both sites would comprise a *"significant intrusion in to the countryside"* in the case of EMP82 and a *"significant encroachment"* in the case of EMP84.
- 2.24. The document acknowledges the views from the A42/M42 and from Tamworth Road. It also acknowledges the impacts upon views from PRoW Q3 as it crosses the Site and highlights the potential impact upon the approach to Appleby Magna and Measham from the west. The document highlights the need for ecological enhancement and the creation of an eastern boundary where no clearly defined boundary currently exists.

## National Forest Strategy 2014-2024

- 2.25. The National Forest was designated in the early 1990's to transform the landscape and link the ancient forests of Charnwood (to the east) and Needwood (to the west). The National Forest covers about 56% of the district including the larger settlements of Coalville, Ashby de la Zouch, Ibstock and Measham. The Site is outside but adjacent to the National Forest.
- 2.26. The National Forest is not a landscape designation and does not reflect particular scenic quality or value but is instead intended to enhance the landscape through a strategy of woodland planting and appropriate management.

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<sup>1</sup> [https://www.nwleics.gov.uk/files/documents/employment\\_site\\_assessments/Employment%20Site%20Assessments.pdf](https://www.nwleics.gov.uk/files/documents/employment_site_assessments/Employment%20Site%20Assessments.pdf)



## Section 3: Site Context

- 3.1. The Site is located within a rolling lowland landscape which rises from the low ground along the course of the River Mease to areas of higher ground to the north at Donisthorpe c. 2km to the north and Birds Hill to the immediate east of the Site, over which Tamworth Road extends. The context of the Site is provided below in Figure 2.



**Figure 2: Site Context**

- 3.2. The Site is located 1.1km to the southwest of the centre of Measham. Manor House Farm, a dwelling and associated agricultural buildings is located within the Site boundary close to its eastern extent. Westminster Industrial Estate is located to the west of Measham, set within a mature landscape framework and close to the River Mease, 300m to the northeast of the Site. The settlement of Appleby Magna is located 400m south, on the far side of a local ridge, whilst the small settlement of Stretton en le Field is located 670m to the north on rising ground. Within the wider landscape are a number of individual farmsteads and dwellings; their distribution varies with many associated close to road links whilst other are more rural in their location.



Although not a settlement, Mercia Park, a logistics hub is located 300m to the west of the Site and is a notable area of built form in views.

- 3.3. The extent of the Site is largely defined by road corridors of the A42 and Tamworth Road. Previously safeguarded land for the now abandoned route of the High Speed 2 (HS2, phase 2b) extends through the Site north of Tamworth Road. The west and north of the Site is defined by the A42 trunk road, this road corridor provides a continuation of the M42 at junction 11 (situated 200m to the south of the Site) and provides northeast – southwest connections across the midlands. Mature vegetation and topography associated with the M42 / A42 corridor limits its visibility within the wider landscape, similarly visibility of roads such as the A444 are also screened by mature vegetation. The southeastern boundary of the Site is formed of Tamworth Road which provides connections to Measham and the strategic road network at junction 11. Tamworth Road is more elevated and has greater views over the surrounding fields. There are no roads that cross the Site, although a driveway linking Manor House Farm to Tamworth Road is present to the southeast of the Site.
- 3.4. A tributary of the River Mease issues within the centre of the Site and flows northwards towards the A42 and its confluence with the river at the northern extent of the Site. A number of isolated ponds are present to the south and west of the Site. Eight geometric, man-made fishing pits are present along the eastern boundary of the Site. The topography of the Site falls gently towards the River Mease (75m Above Ordnance Datum (AOD)) in a north and north-westerly direction from a localised ridge at a height of 100mAOD that extends between Birds Hill and junction 11 of the M42. Tamworth Road follows this area of high ground whilst the A42 forms the lower boundary of the Site. Birds Hill situated to the east of the Site is locally important in maintaining the separation of Measham and the Site from the wider landscape. Rising ground is present to the east, north and west of Measham which permits longer distance views over the wider landscape, especially from the southern fringe of Donisthorpe, 1.5km to the north. The landform falls away from the Site in the southeast, the landform containing the settlement of Appleby Magna.
- 3.5. The wider landscape comprises predominantly large-scale arable fields bound by hedgerows of varying condition with occasional hedgerow trees. The field pattern does however become smaller in scale on lower ground close to watercourses such as the River Mease where riparian woodland and tree belts often follow the river and its associated tributaries. Small to medium sized woodland blocks and belts are also found around isolated farmsteads, properties and village edges, creating a sense of enclosure within the landscape.
- 3.6. To the north of the Site is the National Forest and, as such, woodland provides the setting for settlements located on higher ground, such as Donisthorpe, 1.8km to the north. The increased areas of woodland largely screen built form with the exception of occasional masts, as well as church spires and occasional wind turbine which are notable features on the skyline.
- 3.7. The Ivanhoe Way Long Distance Path and National Cycle Route 63 pass through Measham, just over 1km east of the Site. In addition to the long distance routes are a network of local PRow most notably linking Appleby Magna and Stretton en le Field. PRow Q3 links the two settlements and crosses the Site and Tamworth Road in a north – south direction before following the alignment of the A42.



## Mercia Park

- 3.8. Mercia Park correspond with SHELAA site 64, which comprises 97ha of land. The original consent of the current scheme, reference 18/01443/FULM, comprised an outline application for a 'distribution campus' of B8 with some B1a ancillary uses with all matters reserved, and was consented in October 2019.
- 3.9. The landscape and visual mitigation strategy comprised the use of bunding and planting along the boundaries with the use of graduated cladding to break up the massing of the built form. The boundary open space also provides break out and recreation space for employees and incorporates the PRow extending through the area. Like the Site (EMP84) , Mercia Park comprised large arable fields which had lost much of their structure and vegetation.
- 3.10. The Mercia Park buildings have distinctive cladding, comprising blacks and greys, primarily in horizontal banding with lighter colours towards the top and darker colours towards the ground, but with instances of vertical banding. These are visible in the wider landscape but serve to break up the massing and outline of the buildings.
- 3.11. The design solution for Mercia Park is one such way in which the visual impact of development can be mitigated but the solution to each of the Sites will need to be addressed individually based on their particular constraints.



# Section 4: Landscape Character Baseline

## Published Landscape Character

### National Landscape Character

- 4.1. The Site is located within National Character Area profile (NCA) 72: Mease / Sence Lowlands close to the transition with NCA 71 Leicestershire and South Derbyshire Coalfield.
- 4.2. NCA 72 is described as a gently rolling agricultural landscape centred around the rivers Mease, Sence and Anker. The area extends across Derbyshire in the north, Warwickshire in the south, Leicestershire in the east and Staffordshire in the west. Most of the land is in agricultural use and there is much potential for an increase in appropriate woodland planting as part of the National Forest initiative.
- 4.3. NCA 71 consists of a plateau with unrestricted views of shallow valleys and gentle ridges. The area has a developing woodland character, heavily influenced by work of The National Forest that covers the majority of the NCA. Settlements consist of a mix of small hamlets, enlarged market towns and former mining settlements, good transport links means that land pressures are likely to increase.

### The Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001)

- 4.4. The Leicester, Leicestershire and Rutland Landscape and Woodland Strategy places the Site within the 'Mease and Sense Lowlands Landscape Character Area' The characteristics of relevance to the Site are described below:

#### *"Distinctive features*

- *undulating landscape with frequent small valleys;*
- *mixed arable and pasture;*
- *willows associated with streams and field ponds;*
- *frequent hedgerow trees, mainly mature oaks;*
- *generally well-treed appearance although little woodland;*
- *many sites of ecological value.*

#### *Issues*

- *loss of hedges and hedge trees;*
- *mature hedgerow oak and ash ageing;*



- *loss of field ponds.*

#### *Objective*

- *To conserve and enhance the rural character of the lowland agricultural landscape.*

#### *Guidelines*

- *Increase woodland cover in small to medium sized blocks;*
- *Increase tree cover through the regeneration and replanting of hedgerow trees and scrub and willow fringe to streams;*
- *Conserve and enhance hedges and hedgerow trees through improved management and appropriate new planting;*
- *Retain and enhance remaining field ponds through improved management and encourage the restoration of old field ponds where appropriate."*

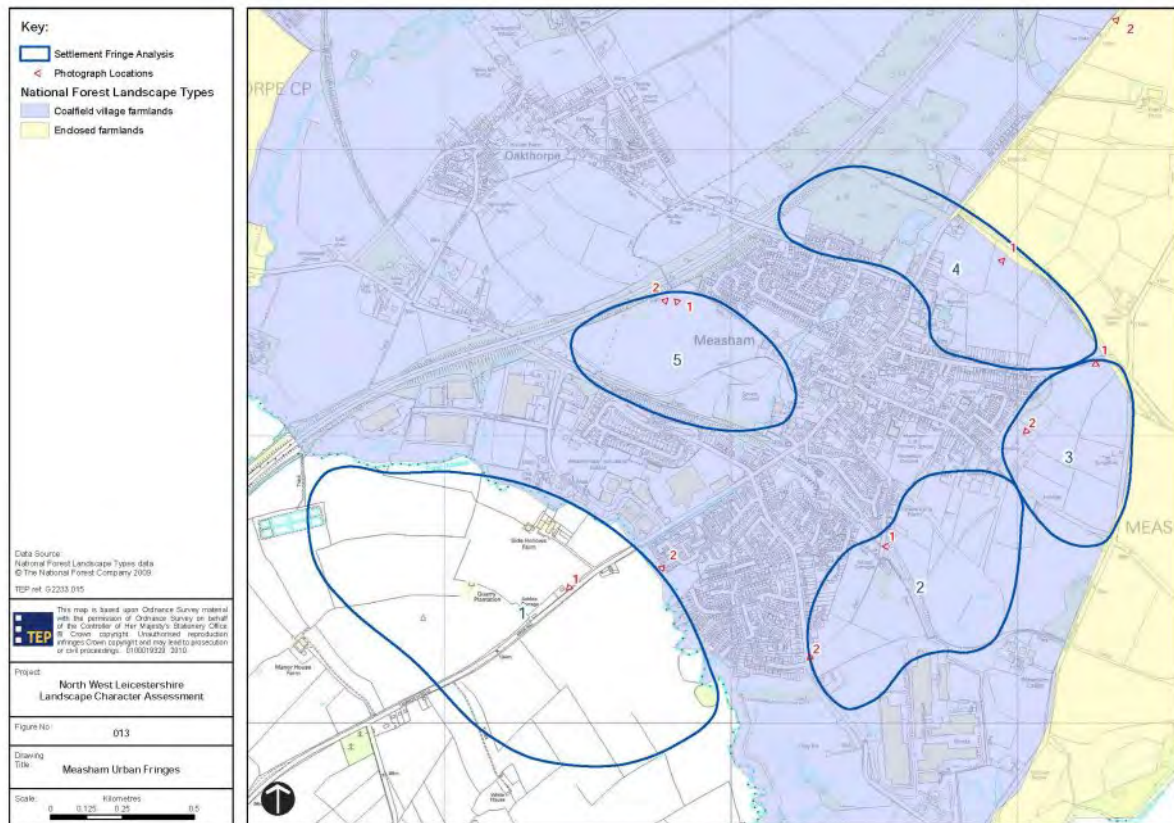
4.5. To the north of the Site is the Coalfields Landscape Character Area, formed of a gently undulating landform supporting mixed farmland with low woodland cover. The majority of the Coalfields character area is situated within the National Forest. Guidelines for this character area include increasing woodland cover, conserving the network of hedgerows and enhancing the appearance of the landscape through well designed schemes.

### **Measham Fringe Assessment (2010)**

4.6. Of relevance is the 'Urban Fringe 1: South Western Fringe of Measham'. Whilst the assessment provides a useful context to development in the landscape surrounding Measham, it includes land closer to the edge of Measham with the vast majority of the Site outwith Urban Fringe 1. As such, it should not be seen as entirely representative of the Site. Furthermore, the assessment does not take account of HS2 or other consented development since its publication, although the current Government stance is that the HS2 safeguarded land will be released. An extract of the Measham Fringe Assessment provided below in Figure 3 illustrating the location of Urban Fringe 1.







**Figure 3: Urban Fringe 1: South Western Fringe of Measham**

- 4.7. The south west fringe of Measham is described as having an ‘attractive’ and ‘highly consistent’ landscape character, although this appears to ignore the existing commercial development on the settlement edge.

*“Gently rolling landscape which rises from low ground along the River Mease on the fringe of the settlement to high ground with a high point of 106m AOD close to Birds Hill. The land comprises large arable fields with hedgerows of variable condition and with few hedgerow trees... The land forms part of a series of rolling hills with settlements visible on higher ground; church spires are features on high ground as is a mast which is prominent on the highest ground to the south west. There are views to woodland on higher ground and clusters of trees which add interest and provide some enclosure. The land has a relatively rural character although views of warehouses and industry on the edge of Measham reduce this slightly. ...the rolling landscape with longer views to settlements on high ground is a distinctive characteristic”.*

- 4.8. In terms of remoteness and tranquillity, the south western fringe of Measham is described as having *“a semi-rural character with few farmsteads or isolated properties...villages tend to be small scale and have trees and small fields on their edge with mature boundaries which soften their fringes... However, the character and tranquillity are reduced close to Measham through the presence of Westminster Industrial Estate and the rising urban edge of Measham. The A42 is in cutting so not visually prominent however there is a constant low level of traffic noise audible within the landscape.”*



- 4.9. The south western fringe is also seen as visually prominent from “...higher ground at Measham and glimpsed views from the south of Oakthorpe...The land is locally visible within views along the fringes of Measham... From the south the rolling landform provides areas of higher land where views to this edge are possible... The rising land of this fringe is important in providing screening of the urban and industrial edges of Measham from the wider landscape.”
- 4.10. The Measham Fringe Assessment also identifies the scope for mitigation of potential effects of new development within the southwest fringe of Measham. Those elements of relevance to the Site are described below:

*“Landform is important in providing screening to much of the settlement and in particular in screening of warehouse development along the River Mease (Westminster Industrial Estate). The River Mease provides a strong boundary to development and small pockets of woodland and trees provide some softening to the urban edge of the settlement.”*

*“The entrance into the settlement along Birds Hill would also change. The landscape has little woodland planting; to mitigate development along this fringe large blocks of woodland would be needed to help screen and soften the scale of development... Any development should retain views from within the settlement towards the rolling landscape and seek to minimise the influence of warehouses and industry on the southern fringes of the settlement.”*

## Site-Specific Landscape Character

- 4.11. The Site is located on the western edge of the high point of Birds Hill, the land falling from a height of approximately 100m Above Ordnance Datum (AOD) at the south eastern extent of the Site toward the northeast to a height of approximately 75m AOD, at its junction with the A42 to the north. A second high point of c. 100mAOD is situated at the western edge of the Site. A tributary of the River Mease issues within the centre of the Site flowing toward the A42 in the north before turning north eastwards to its confluence with the Mease. A number of isolated ponds are also present to the south and west of the Site.
- 4.12. The Site itself currently comprises of a patchwork of large arable fields with hedgerow boundaries and ditches, as well as riparian vegetation associated with the watercourse. A number of tree belts are also present close to the A42 road corridor in addition to isolated stands of trees associated with ponds and field boundaries. Vegetation within the Site, primarily comprising hedgerows, is fragmented and in poor condition. A number of veteran trees are present within the Site and are predominantly associated with historic field boundaries although tree planting within the Site is sporadic. The field structure is frequently irregular and has been shaped by road corridors and watercourses over time. Overall, the vegetation within the Site appears to be sporadic and in poor condition, although this is subject to detailed tree survey.
- 4.13. Development within the Site is limited to the presence of Manor House Farm which is located to the east of the Site. A private access road provides a link to the public road network at Tamworth Road. Public access to the Site is possible using PRoW Q3 which crosses the centre of the Site in a north – south direction before following the alignment of the A42. Q3 provides



links between the settlements of Appleby Magna in the south and Stretton en le Fields in the north.

- 4.14. The Site is broadly reflective of the published Mease and Sense Lowlands landscape character as it is an undulating landscape that supports arable land uses with frequent hedgerow trees and a well treed appearance and occasional field ponds. There are detractors within the landscape however, these include the intrusion of traffic noise from both the M42 / A42 road corridor and Tamworth Road, the latter also having greater visibility within the landscape due to its greater elevation. Overall, however, it is considered that the Site does not demonstrate features that elevate it above the ordinary and this is acknowledged in the Sensitivity Study which assesses the landscape as being of medium to low sensitivity to commercial development.



# Section 5: Visual Baseline

## Visual Context

- 5.1. The undulating topography results in a comparatively localised visual envelope. Longer distance views are possible from the Byway south of Donisthorpe, c. 2km to the north, but Birds Hill reduces views from the south and east. Tall development in the south-eastern part of the Site would have the potential to be visible beyond the ridge in the landscape to the south and east but this can be mitigated by keeping development away from the south-eastern boundaries. More direct views are possible from the A42/M42 and Tamworth Road as they pass directly adjacent to the Site but, otherwise, most views towards the Site are extremely local and from nearby properties. Views are also possible from PRow Q3 which crosses the Site, however, due to the curve in the landform and the vegetation within the Site, views do not extend across the entire Site. Views from the southern extent of Q3 take in the existing built form of Mercia Park to the west and from the northern boundary take in the industrial estates to the east.

### Views from the North

- 5.2. Road users of the A42 will also be able to experience views over the Site in the few locations where gaps in the roadside vegetation permit; however, these will be experienced transiently and at speed. Views from the A42 can extend towards Tamworth Road and include layers of field boundaries and mature tree cover. Road users are generally of lower sensitivity within visual assessment.
- 5.3. Glimpsed views into the north of the Site are possible from the PRow southeast of Stretton en le Field with views from the main settlement obscured by vegetation for the most part. During winter months more glimpsed views are likely to open up from the settlement. Views from Measham Road are also largely screened by intervening topography and vegetation but include views of the spire of St Michaels Church at Stretton en le Fields. Views towards the Site are possible from the Public Byway extending south off the elevated land south of Donisthorpe. From this location, open views are possible across the valley to the south towards the Site although distance reduces the scale of the Site within the view.





**View from south of Donisthorpe towards the Site with Mercia Park to the right**

### **Views from the East**

- 5.4. Short distance views towards the Site are limited by the rising form of Bird's Hill and lack of further public accessibility. Development on the higher parts of the Site, i.e., those previously falling within the HS2 safeguarding area, would be potentially more visible from the east and from land around Appleby Magna to the south.



**Views towards Tamworth Road from PRoW southeast of Appleby Magna with the Site In the Dip**

### **Views from the South**

- 5.5. Views over the Site are possible from Tamworth Road, although these are filtered by roadside vegetation and mainly limited to the southern parts of the Site. The spire of St Michaels Church at Stretton en le Fields is evident above the treeline. A number of individual dwellings are located to the south of Tamworth Road where views from their curtilage may extend towards the Site; however, the localised ridge means that the majority of the Site is screened from the lower lying areas of Appleby Magna. Views towards the area of the Site are possible from the higher ground south of Appleby Magna. The release of the HS2 safeguarding land opens up the potential for development to extend onto the higher parts of the Site which are likely to be



more visible from land to the south and east and these areas need to be treated as being more visually sensitive in any masterplan proposals.

### **From the West**

- 5.6. Views from the west of the Site are largely limited to users of the A444, as further publicly accessible locations are limited. There are filtered views towards the Site from the area of Junction 11 where gaps in the roadside vegetation permit, which include the roofs of the commercial buildings located within Westminster Industrial Estate to the west of Measham. As distance to the Site increases, the rolling topography of the wider landscape and field boundary vegetation limit the majority of views.



**Filtered views towards the Site with EMP82 in the foreground**



## Section 6: Site EMP82

- 6.1. EMP82 is situated to the west of the Site (EMP84), situated within the quadrant around Junction 11 between EMP84 and the constructed Mercia Park. It is notably smaller than EMP84, comprising 28ha as compared to the 77ha of EMP84, and is situated closer to the built form of Mercia Park than EMP84. The SHELAA notes that the visual impact of EMP82 should be assessed in the context of Mercia Park. However, the boundaries of Mercia Park are marked by large areas of bunding, with associated tree planting, which is in its infancy, but which will provide further visual screening. Once this has established, there will be less of a visual link between Mercia Park and EMP82.



**Image showing bunding around Mercia Park with whip planting and EMP82 in the left of the image with EMP84 beyond**

- 6.2. EMP82 is not situated within any designated areas and does not contain any PRow. It is not known whether EMP82 contains any veteran or high grade trees. EMP82 is separated into three arable fields, separated by hedgerows with mature trees, which, when viewed from the public highway, appear to be in good condition. There is a copse of trees in the east of EMP82 surrounding a field pond. A ditch extends along the northeastern boundary which connects into the Mease north of both sites.
- 6.3. EMP82 is situated adjacent to Mercia Park but extends further north than the northern extent of Mercia Park. Land falls away to the north from the high ground of the motorway junction towards the stream valley to the north. Blocks of woodland to the north and around Stretton en le Field, combined with the topography, provide some visual enclosure from views to the north.
- 6.4. EMP82 is more visible than the Site from the PRow to the west but both are filtered by the intervening blocks of woodland and the topography. EMP84 is glimpsed between vegetation with EMP82 in the foreground. These views will open further in the winter when leaf cover is reduced.
- 6.5. The visual envelope of EMP82 is smaller than EMP84 due to its smaller size and location between Mercia Park and the woodland blocks and belts around Stretton en le Field. EMP84 is more visible from the north / northwest due to its scale and situated on the edge of the local



ridge. Development on the higher ground in the former HS2 safeguarding land has the potential to open up visibility to PRow and areas to the east and northeast.

- 6.6. The landscape infrastructure of EMP82 is more intact and it is likely that the central hedgerows will need to be removed to accommodate commercial development of any size. Due to the small scale of EMP82 there are also limited opportunities to mitigate and compensate for any losses or create any benefits. Conversely, EMP84, the Site, contains hedgerows in much poorer condition, fewer mature trees and includes more space to provide mitigation and enhancement in terms of landscape and ecological features.
- 6.7. The Council's Sustainability Appraisal assesses both sites as having the potential for significant adverse impacts upon the landscape, but states that mitigation is possible "*through measures such as landscaping and scheme design*". Both sites are assessed as part of the same parcel in the sensitivity study and are assessed as being of medium to low landscape sensitivity and medium visual sensitivity. This is a measured approach and accords with the findings on site.
- 6.8. In landscape and visual terms EMP84 has a larger visual envelope towards the north and north-west due to topography, surrounding vegetation and the comparative scale of the sites, but also offers more opportunities for landscape and ecological enhancements. They are otherwise similar in terms of landscape and visual constraints and should be considered on this basis. This is reflected in the Council's Employment Site Assessments as detailed earlier in this document.





# Section 7: Recommendations

## Recommendations

7.1. The following recommendations have been made to ensure that development within EMP84 can be brought forward successfully from a landscape and visual perspective and in a way that maximises the potential benefits of the Site. They should be read in conjunction with Plan 1 and 2 appended to this document.

- Create a green blue infrastructure corridor along the route of the brook through Site linking to River Mease to ensure ecological value of brook is maintained and enhanced.
- Make the use of opportunities to plant new native hedgerows with trees to offset the loss of those within the Site and to create an integrated Green Infrastructure strategy.
- Retain high value and veteran trees and appropriate buffers and link to the Green Infrastructure network.
- Allow space for woodland planting located to the boundaries of the A42 and Tamworth Road to assist in integration into the landscape, maintaining current character of views and screening of development, as set out within the Landscape Sensitivity Study.
- Maintain the PRow network in as green a setting as possible to maintain public accessibility across the Site and the wider landscape and consider the provision of alternative routes through the Site where practicable in order to create a wider and circular network of routes.
- Use the centrally located veteran trees as a focal point a recreational space for workers and connect into the green blue infrastructure network.
- Create new wetland and pond features within the Site with associated planting and habitat creation.
- Soften views from the edge of Appleby Magna and Stretton en le Fields through the use of woodland planting, maintaining the wooded character of views and contributing to the aims of the character assessment.
- Allow space for additional tree planting along routes and in areas of carparking and building frontages where practicable to break up areas of building and hardstanding and soften the appearance of proposals.
- Orientate buildings to maintain some longer distance views of the wider landscape from Tamworth and Measham Road.
- Locate proposals at a distance from residential properties on Tamworth Road in addition to the use of woodland planting to reduce their visibility to assist in maintaining their currently experienced outlook.
- Use of street trees throughout the Site to maintain Green Infrastructure (GI) connectivity across the Site and wider landscape and to comply with the NPPF.



- Use of topography and appropriate building heights to minimise the visibility of proposals from the urban edge of Measham and Appleby Magna.
- With the release of the HS2 land, aim to keep buildings away from the highest ground in the south-east of the Site to reduce degree to which they extend above the skyline and impact upon views from the east. Seek to achieve a balance between visual screening of buildings from Tamworth Road and maintaining some longer distance views towards the north.
- In conjunction with the Council, consider use of colour on building elevations to assist in the breaking down of the massing of proposals in views.
- Ensure built form is broken up by meaningful planting areas to provide staged screening of the buildings on the rising land.
- Seek opportunities to create new PRoW linkages and improve on the Mease corridor to improved wider green blue infrastructure and create links between Stretton en le Field and its associated PRoW in the west and Measham to the northeast.
- Avoid merger of development around Junction 11 with Measham to the northeast and maintain a distinct gap between the proposed scheme and Measham.
- An iterative and multi-disciplinary approach to further resolve the Site layout in terms of building height, siting, massing and colour should be taken forward as part of further promotion work or application for the Site. Employing as required, plans, sections and visualisations to communicate the optimisation of the Site.

7.2. The scale of the Site means that there is the capacity to accommodate these recommendations or others as appropriate, and the benefits of a scheme can be maximised from a landscape and visual point of view.



# Section 8: Summary and Conclusion

## Summary

- 8.1. The Site comprises an area of arable land, bordered by the A42 to the north, Bird's Hill to the east and the Tamworth Road to the south. The hedgerow structure is in varied condition, with some hedgerows removed, and sporadic hedgerow trees remaining in some locations. It does not contain any landscape designations or any features that rise it above the ordinary and this is reflected in the Council's Landscape Sensitivity Study which assesses the site as being of medium-low sensitivity to logistics development. There is a brook extending through the north of the Site, which is marked by a hedgerow and a number of mature trees. Veteran trees occur within the centre of the Site.
- 8.2. The Site is not covered by any landscape designations but does contain mature native trees, some of which have veteran status; hedgerows; a number of offline ponds; and a tributary of the River Mease.
- 8.3. The 2021 SHLAA identifies the Site as EMP84 – Land at Junction 11 A42 between A42 and Tamworth Road as being suitable, available and achievable and located close to the strategic road network (M/A42). The SHLAA identified land to the north of the A42 as EMP82 as this has received a comparable assessment in terms of landscape and views, the only exception being that EMP82 does not have a clearly defined eastern boundary and one would need to be created.
- 8.4. The Site is located within a rolling lowland landscape approximately 1.1km to the southwest of the centre of Measham. The Site is bordered by the A42 to the west, Tamworth Road to the southeast with an area of open arable land to the northeast and junction 11 of the M42 to the southwest. Beyond the Site boundaries is an arable landscape that supports a number of small settlements and farmsteads, a notable feature to the north of the Site is the River Mease corridor.
- 8.5. The visual envelope of the Site has been shown to be localised and limited, even during winter months. Views of the Site within the immediate vicinity are largely restricted to the surrounding road network, namely the A42 to the northwest and Tamworth Road to the southeast, and to a lesser degree the A444 west of the Site. These views are glimpsed between intervening vegetation, although more open in places across higher ground, where views are afforded across the Site to the wooded higher ground close to Donisthorpe to the north and the church spire at Stretton en le Field. Other commercial developments and settlements are visible within many of the views, particularly the recently completed Mercia Park to the west of Junction 11. Further afield views of the Site are largely restricted by intervening vegetation, built form and the intervening topography, more so in views from the west and east. Longer distance views of the Site are generally concentrated along roads and footpaths across higher ground due north and south of the Site.



## Response to The Council's Employment Sites Assessment

- 8.6. Both EMP82 and EMP84 are assessed as significant negative against SA13: Landscape. Both are identified as constituting large areas of new development in what is currently countryside but that is influenced by the adjacent road network and existing development at Mercia Park to the west/north-west. Both are visible from the nearby road network and isolated properties, although there are some longer distance views towards EMP84 from the area south of Donisthorpe, c. 2km to the north. EMP84 is much larger than EMP82 and would be expected to have a greater visual envelope, although this is still relatively limited given its scale. This difference in scale, and the reduced condition of the landscape within the Site, offers greater opportunities for landscape and ecological mitigation and enhancements. The existing landscape framework at EMP84 is in worse condition than that of EMP82 with a more fragmented hedgerow network, the latter of which also contains TPOs.
- 8.7. The Sites Assessment document states that EMP84 has no clearly defined existing boundary and that it has the potential to alter the approaches to Appleby Magna and Measham. The creation of a new clearly defined eastern boundary is achievable through open space and vegetation, which will also service to create visual mitigation from the east. This may also form part of a wider biodiversity enhancement strategy.
- 8.8. The approach to the settlements from the west is already influenced by large scale road infrastructure and logistics development, both at Mercia Park and on the edge of Measham. The current main approach to Appleby Magna is from Tamworth Road along Rectory Lane, which exits Tamworth Road west of EMP84. As such, traffic entering Appleby Magna from the west will be less influenced by development in EMP84 than they are by the presence of the motorway junction and Mercia Park, both of which heavily influence the existing approach. If approaching Appleby Magna along Measham Road and thus travelling further east along Tamworth Road, EMP82 and EMP84 will be located at an oblique angle to the viewer. Current views to the north are partially obscured by the existing boundary vegetation in the form of hedgerow and some trees. The existing mitigation strategy would be to keep buildings away from the higher ground along Tamworth Road in any case, and to establish new areas of woodland and woodland edge planting, which would further reduce visual impact. The experience of entering Measham and Appleby Magna from the west will become more wooded in character, which is in line with the National Forest situated close to the boundaries of EMP84.

## Conclusion

- 8.9. The development of the Site would alter the character of this landscape local views. However, the nature of the surrounding landform and intervening vegetation means that more widespread effects on the landscape would be more limited than might be expected by a development of this size. Furthermore, the surrounding landscape is already characterised by commercial influences such as Mercia Park and Westminster Industrial Estate and the M42 / A42 transport corridors.
- 8.10. The Site has the capacity to accommodate a well designed development that incorporates landscape features, such as the veteran trees and watercourses, to create a strong GI network



through the Site, and improvements to the PRow network, whilst establishing a strong north-eastern boundary. The Site provides opportunities to enhance landscape character, biodiversity habitat and public access in a manner commensurate with the NPPF and local policy requirements whilst also providing woodland planting in line with the National Forest situated to the north.

- 8.11. The creation of a large commercial development will inevitably result in some changes to the local landscape and views, including potentially significant effects, and these should be accepted as part of an allocation of this scale. The recommendations set out above, and the retention and enhancement of existing and proposed landscape features into an integrated GI network, together with careful use of siting of buildings, levels and materiality will reduce the likely effects of any development.

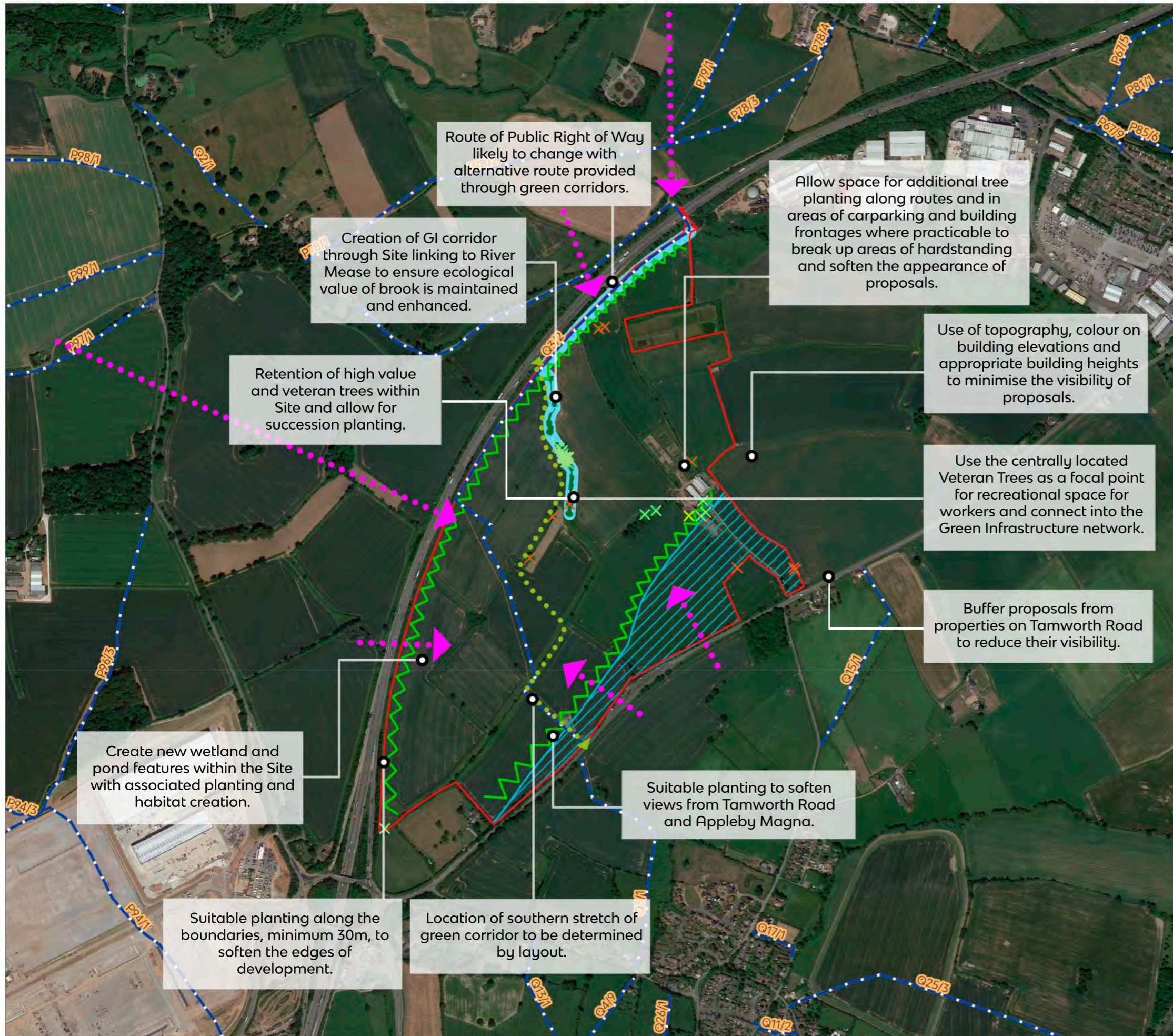


## Plans:

**Plan 1: Landscape Opportunities and Constraints (15720\_P01)**

**Plan 2: Indicative Green Infrastructure Strategy (15720\_P04)**





**LEGEND**

- Site boundary
  - Brook
  - Public Right of Way
  - Vegetation to be retained
  - Route safeguarded for HS2 phase 2b
- Categories of trees to be retained**
- × Category A
  - × Category B
  - × Veteran tree
  - ▶ Views towards Site
  - ~ Proposed planting along boundaries
  - ▶ Proposed green link

Revision	Description
0	First Issue

0 0.2 0.4 km

Project	Junction 11 M42 Measham
Title	Opportunities and Constraints
Scale	1:10,000 @ A3
Drawing No.	15720_P01
Date	July 2023
Checked	ECW/WL





**Central Green Corridor**  
The route of the existing stream and the veteran trees will be incorporated into a central multi-functional green blue corridor passing through the Site. This will help to break up the massing of the built form whilst providing an important space for workers to spend time outside.



**A42 Edge**  
Woodland and shrub belt to provide visual mitigation and containment with informal paths to create circular routes



**A42 Edge**  
Green infrastructure at the south-western corner of the Site will provide wildlife habitat as well as soften the impact on views when approaching from the M42.



**Drainage**  
The proposed drainage network and new attenuation ponds offer the opportunity to create features that contribute to the character of the new development whilst also providing valuable wetland and marginal habitat.









**Pedestrian Links**  
Existing pedestrian route to be diverted into the main green corridor with alternative routes extending through the Site



**Green Gateway**  
New areas of wildlife habitat, likely to include scrub, grassland and tree planting will contribute towards BNG as well as softening views from the Tamworth Road and approaches to Appleby Magna and Measham.

**LEGEND**

-  Site boundary
-  Indicative Green Infrastructure connections
-  Indicative rights of way connections
-  Existing watercourse
-  Indicative development parcels
-  Indicative vehicular access

Revision	Description
0	First Issue

0 0.2 0.4 km

Project	Junction 11 M42
Title	Indicative Green Infrastructure
Scale	NTS
Drawing No.	15720_P04
Date	March 2024
Checked	WL







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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](http://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		Jon
Last Name		Bottomley
Job Title (where relevant)		Planning Manager
Organisation (where relevant)		East Midlands Airport
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.**

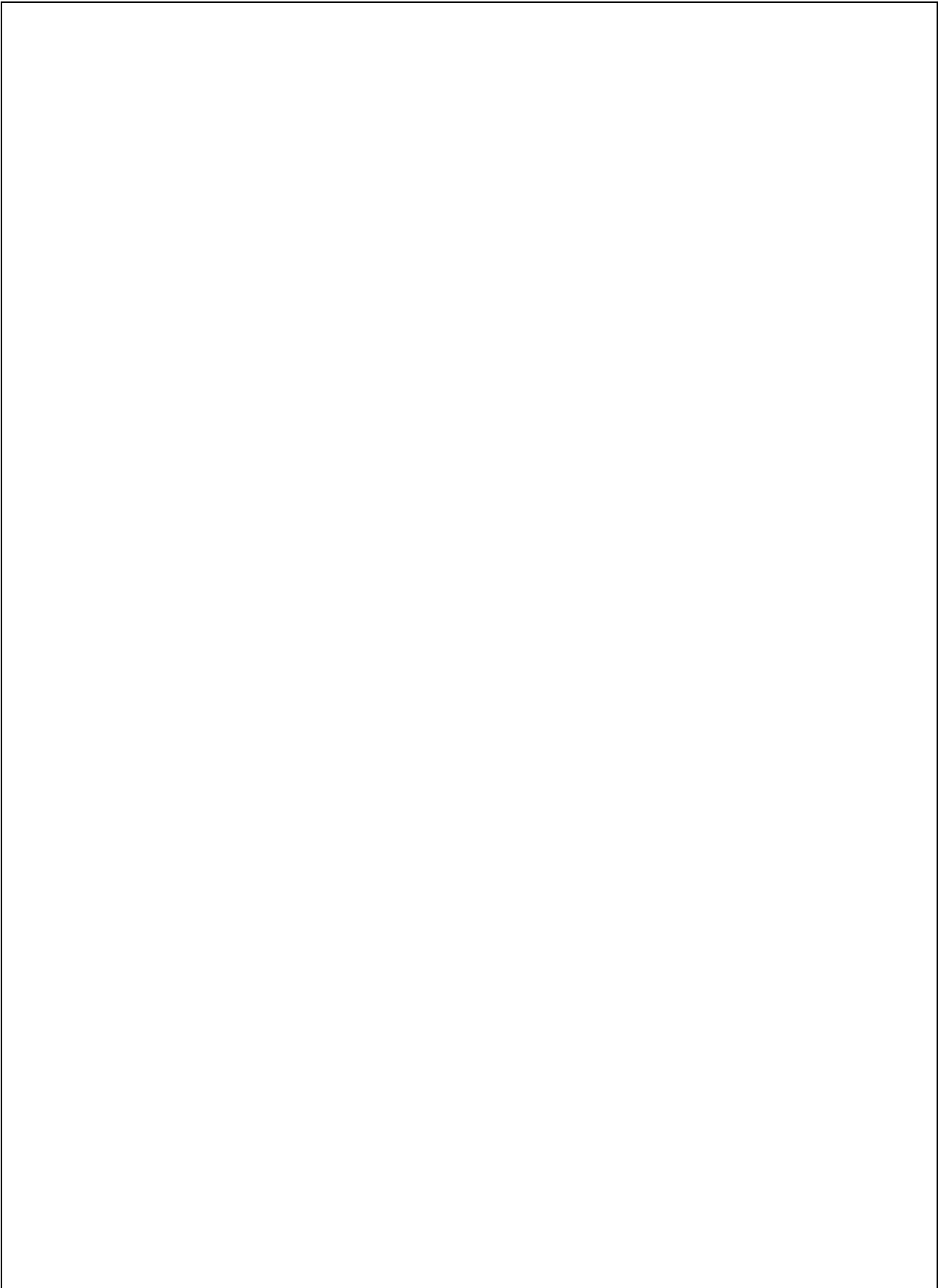
1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Use this box to set out your response.

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

Please see attached letter



## Declaration

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

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

Signed



Date: 15 March 2024

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**



Ian Nelson  
Planning Policy & Land Charges Team Manager  
North West Leicestershire District Council  
Council Offices  
Whitwick Road  
Coalville  
Leicestershire  
LE67 3FJ

15 March 2024

Dear Ian

**North West Leicestershire Local Plan Review – Regulation 18 Consultation**

Thank you for inviting our comments on the Development Strategy Options and Policy Consultation that is the latest stage of the North West Leicestershire Local Plan Review. This is the response of East Midlands Airport and the submission of representations to the Draft North West Leicestershire Local Plan 2020 – 2040 Regulation 18 Consultation and its supporting evidence base. These representations are in relation to the proposed policies relating to the local economy, the development, and the safeguarding of East Midlands Airport, and some of the proposed employment and residential allocations in the local area. A submission in relation to MAG / EMA's landholding to the south of the Airport - Land south of East Midlands Airport (Site Reference EMP90) has been prepared and submitted by CBRE and should be read separately. EMA is wholly supportive of North West Leicestershire in the preparation of a new Local Plan that will provide guidance on where and how development will take place in the district over the period to 2040. We welcome the opportunity to engage in this work, and look forward to being an active and constructive participant in the stages of the plan-making process.

East Midlands Airport

East Midlands Airport (EMA) is a significant UK airport and in 2019 handled some 4.7 million passengers travelling to around 100 destinations in Europe and North America. As with airports across the world, EMA's passenger activity was significantly affected by the global COVID-19 pandemic, but in 2023 passenger volumes were 85% of that pre-pandemic and a full recovery is expected over the next 1-2 years. EMA is a nationally important cargo airport (second only to London Heathrow) and handled over 400,000 tonnes of cargo in 2022. East Midlands Airport is the UK base for global express freight carriers DHL and UPS who rely on its available airport capacity, the central location and direct access to the Strategic Road Network. DHL have completed a major extension to its facility and UPS opened a new express freight unit to support the operation of their major UK base in 2021. EMA is also a significant base for FedEx and for Royal Mail.

The Airport site and the surrounding area is an important national and regional economic and employment asset. Recent studies have estimated that the Airport generates around £500m of direct and indirect GVA in the East Midlands. East Midlands Airport is the largest single employment site in Leicestershire, and it is an important component and asset to the local economy. In 2019 there were 9,448 employees working at EMA, employed in 101 individual companies. The 2019 survey showed that 1,081 on-site employees live in North West Leicestershire, with



1 in 43 of the District's working age population employed at the Airport. The Airport is therefore a significant employer of the District's residents and an important component of the local economy.

East Midlands Airport provides important international connectivity for passengers and cargo, it generates significant economic value, and it is a major employer. EMA is also the Principal Port that is at the heart of the East Midlands Freeport. The Freeport is a major opportunity to contribute to economic growth and employment, driving trade, innovation, investment, and regeneration across the East Midlands region.

The Airport is forecast to grow its passenger and its cargo operations. This is supported by the national aviation policy that seeks to encourage airport operators outside the South East to make the best use of their existing runways. It is therefore important that planning policy at all levels recognises this value and opportunity, and that it enables and provides for its future development. Through the growth of EMA's passenger and cargo activity, and with the resulting economic and employment value, there is a very clear role for the Airport in the regional economy. The overall aim is to deepen the role that the Airport plays in the East Midlands region, driving growth through better connectivity; creating jobs; attracting investment; and widening the range of services and destinations that are operated by the passenger and cargo airlines. The Airport's development ambitions are set out in its Sustainable Development Plan (SDP) that is intended to be updated and a draft published for public consultation later in 2024.

EMA has the capability and the capacity to grow to handle up to 10 million passengers a year and around 1 million tonnes of cargo over the period to 2040. This is consistent with the overall Local Plan timescale; however, the SDP is currently being updated. The development of the Airport will also reinforce and further strengthen the economy of the surrounding area and the wider North West Leicestershire district as a significant regional economic powerhouse. Locally there are also existing substantial employment sites at the East Midlands Gateway, the East Midlands Distribution Centre at Castle Donington, land at Sawley Crossroads, and at Donington Park that make up the wider East Midlands Enterprise Gateway. The economic and employment opportunity that this area, including the Airport, offers must continue to be recognised, supported, and provided for in planning, transport, and economic policy, including the emerging and updated North West Leicestershire Local Plan.

The current statement of national aviation policy remains the 2013 Aviation Policy Framework. This established the Government's primary objective to achieve long-term economic growth, and it recognised the major contribution that aviation makes to growth through global connectivity. It also clearly states that the Government supports the growth of UK aviation (both passenger and cargo) within a framework that maintains a balance between the benefits that aviation brings and its costs, particularly the contribution to climate change and aircraft noise. It also emphasises the importance of striking the right balance to safeguard the UK's long-term economic prosperity. It also has a clear objective to 'limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise'. In preparing their local plans, local planning authorities are required to have regard to policies and advice issued by the Secretary of State including the Aviation Policy Framework, to the extent that it is relevant to a particular local authority area.

In December 2018, the Government published a consultation document, Aviation 2050 – The Future of UK Aviation. This followed the Making Best Use of Existing Runways document in April 2018. More recently, Flightpath to the Future was released in May 2022. This is a strategic framework to guide and deliver a sustainable aviation sector as it recovers from the COVID-19 pandemic. It is a ten-point plan, built on four themes; enhancing global impact for sustainable recovery; embracing innovation for a sustainable future; realising the benefits for the UK; and delivering for users. This recently published framework clearly supports growth in airport capacity where it is justified, and it seeks to ensure that airport capacity is used in a way that delivers for the UK. The framework is clear that airports

play a critical role in boosting both global and domestic connectivity and levelling up in the UK. It then adds that sustainable growth in airport capacity continues to be supported where it is justified and can be delivered within the Government's environmental obligations. The framework also recognises that aviation and the associated airport infrastructure plays an essential role in unlocking local benefits and rebalancing the economy.

The review of the District's Local Plan will need to take account of the development of national policy and the implications and requirements to support and enable the growth of East Midlands Airport. This would be particularly relevant in the review of the existing policy relating to the Airport (Ec8).

There is also strong policy support for the important assets that are driving economic growth and development in a range of regional strategies and economic plans developed and delivered by Midlands Engine, the Midlands Connect Strategy, economic strategies prepared by the region's two local Enterprise Partnerships, the East Midlands DevCo, and the identification of the International Gateway in the Leicester and Leicestershire Strategic Growth Plan. Additionally, EMA is at the heart of the East Midlands Freeport (March 2022). It is the UK's only inland Freeport and the only English Freeport that is based around an airport rather than a seaport. EMA is the Freeport's Primary Port with two Freeport Tax Sites within the Airport's operational boundary as well as a larger area of land to the south. These sites form part of the wider Freeport EMAGIC (East Midlands Airport and Gateway Industrial Cluster) Tax Site, one of the three Freeport Tax Sites. The Freeport aims to fulfil the Government's goal to create national hubs for global trade and investment, promote regeneration and job creation and create hotbeds for innovation, with the Airport clearly playing an important role.

EMA continues to be an important asset in North West Leicestershire, Leicestershire and the wider East Midlands region. Planning policy should be aligned with national aviation policy that is to support the growth of UK aviation and the development of airports outside the South for development to achieve the best use of their existing runways. Other planned developments and activities, particularly in the area around EMA, should recognise the existing and future operations of the airport, its growth and development, and its ambitions to grow further and provide significant economic benefit and employment to the East Midlands region.

#### Draft North West Leicestershire Local Plan 2020 - 2040

Para 4.4: This describes, in overall terms, what the Local Plan aims to achieve. These objectives are welcomed and supported. However Objective 5 in relation to the economy recognises the need for employment opportunities and ensuring sufficient new sites. This objective should be strengthened to include protecting and supporting the development of the district's economic assets, including EMA as a national and regionally significant employment and economic asset.

Para 4.15: It is important that the Local Plan provides for both general employment land and for the growth and development of economic activity. The district and the East Midlands region have significant sector strengths that are supported by strategic distribution facilities. These activities increasingly rely on the connectivity and the accessibility to EMA and the established global logistics business that are based at the Airport and in the immediate area. It is essential that the Local Plan continues to meet the needs the logistics and the strategic distribution sector, and that it allocates and provides the land for the sustainable development of strategic logistics and distribution activities that are an important strength in North West Leicestershire and the wider East Midlands region.

Draft Policy S2: The proposed settlement hierarchy set out in the draft policy is supported. But this is except for a proposed new settlement (Isley Woodhouse – Land south of East Midlands Airport. Whilst the concept of a new settlement in the district is recognised, the Isley Woodhouse location, that is close to the airport, affected by its activity and potentially compromising its growth, is unsustainable and unsound in planning and local amenity terms.



Draft Policy S4 – Countryside (Strategic Policy): This is supported as it maintains an approach that was established in the previous Local Plan, that development on land identified as countryside can be supported subject to various specific criteria, ‘Development at East Midlands Airport in accordance with Policy Ec8;’

Para 5.9: In relation to AP2 Amenity, it should be recognised that the National Planning Policy Framework identifies that new development should not be put in places where there is the potential for that development to be affected by existing effects including noise. There is a potential for the proposed allocation at Isley Walton (Woodhouse) to be affected by existing activity at EMA, and to compromise the growth of an existing important national and regional asset – the nationally significant night-time air cargo operation.

Draft Policy AP3: The strategic policy approach to renewable energy is supported. At EMA, the Airport has achieved independent certification to carbon neutrality, and now has a clear target to achieve Net Zero Carbon by 2038. The Local Plan policy should recognise and refer to the importance of, and the need for renewable energy installations to have no detrimental effects on aviation safety and aircraft operations at or in the vicinity of EMA. This includes both solar PV arrays and wind turbine developments. This policy should also be consistent with the Local Plan policy in relation to Aerodrome Safeguarding (Policy Ec9).

Para 7.1: The reference to EMA in the introduction to the economy section is welcomed and supported. It should also be recognised that EMA is the largest single employment site in Leicestershire and that it is one of the largest in the East Midlands, a location and an activity making an important economic and employment contribution to the regional economy.

Para 7.14: EMA’s cargo activity is nationally significant, with the Airport the largest dedicated express freight airport in the UK. This is important in providing the global connectivity that supports the advanced manufacturing sector and the strategic distribution activity in the district and the wider East Midlands region. The Local Plan must continue to provide for and allocate sufficient land and premises to match the needs of the district’s businesses (including businesses with operations at or around the EMA site) to continue to support growth and to facilitate investment.

Policy Ec8 – East Midlands Airport: The overall approach to the development of the Airport is welcomed and supported, as it largely retains that policy approach that was set out in the previous Local Plan. It highlights the value of air connectivity, the scale of the operation and the activity and employment on the EMA site.

Para 7.56: The third edition of the EMA Noise Action Plan was published in 2019, and it was reviewed, revised, and updated in 2023. This Noise Action Plan has been submitted for the formal approval of the Defra Secretary of State, and subject to this, it will be formally adopted in early 2024. This review and update has tightened and strengthened the Airport’s noise controls, particularly the restrictions on the operation of the noisiest aircraft at night, and updated procedures for undertaking training flights.

Para 7.58: This approach is supported. The Airport has committed to achieving Net Zero carbon for its own operations by 2038 at the latest, as part of the development of the Airport’s environment plan. Public transport access to EMA is also important for ensuring access to the airport by public transport and sustainable modes. EMA will continue to provide financial support for the development of public transport and sustainable access including the launch of a Sustainable Transport Fund in 2024.

Draft Policy Ec8: This policy is supported but must be amended to properly reflect EMA’s role as an important UK passenger airport and its role as a nationally important cargo airport. Both these roles are supported by national aviation policy. As drafted, the policy excludes the reference to the Airport’s important air cargo operation.

Policy Ec9 – East Midlands Airport: Safeguarding: The overall approach in this policy is welcomed and supported. It retains the approach that was set out in the previous Local Plan. A clarification should be added to (1) ‘Development which would adversely affect the operational integrity or safety of East Midlands Airport or aircraft operating at the airport and in the vicinity will not be permitted. The policy should also refer to the potential for glint and glare from solar-PV arrays that can be a distraction and a hazard to pilots and air traffic control operations.

Policy Ec10 – East Midlands Airport: Public Safety Zones: This policy is supported, as it retains an established approach from the existing Local Plan, but it updates it to include more recent guidance from the Department for Transport in respect of Public Safety Zones and the change in the Public Safety Zone area. Given the extent of the new Public Safety Zones there is an opportunity to reduce the amount of wording in the policy as many of the uses that can be acceptable in Public Safety Zones could not take place due to the location of the airfield and the proximity of the runway.

Draft Policy IF1 – Development and Infrastructure (Strategic Policy): This policy wording should be revised to include major economic and employment assets in the district including EMA, along with developments that are within the EMAGIC site, that is one of the tax Sites that are part of the East Midlands Freeport.

Draft Policy En1 – Nature Conservation / Biodiversity Net Gain (Strategic Policy): This policy is supported but it should recognise the need for the biodiversity net gain projects to not compromise the aviation safety and aerodrome safeguarding requirements of EMA. A cross reference to the EMA aerodrome safeguarding policy (Ec9) could usefully be added.

#### Draft North West Leicestershire Local Plan 2020 – 2040 – Proposed Housing and Employment Allocations for Consultation

Land North and South of Park Lane, Castle Donington (CD10): The Site Allocations Consultation document identifies a large site at Isley Walton as a potential strategic site for larger scale development and a substantial new settlement. Part of the rationale for the selection of this location (Para 4.104) is that the northern part of the district is a major employment area, and it draws a significant number of people to work from a wide area. The Airport is a significant employment site, but it draws employees from a wide area of the East Midlands. This distribution of employees and the economic value they create in their own local area is important to those local economies.

Para 4.109: This describes the location of the proposed Isley Woodhouse new settlement. It is immediately to the south of EMA, and part of the proposed allocation wraps around one of the Airport’s surface water reservoirs. The site is also close to the DHL Hub building, an operation and an activity that is of some substantial scale and is operational 24-hours a day, with aircraft, HGV’s, light vans, and cars. This is a location that has a potential for noise disturbance, from aircraft but also the 24-hour operation of the DHL site, the Airport’s long-stay car parks, and the wider EMA activity. Unmitigated it is an unsuitable location for substantial residential development.

New Settlement Isley Woodhouse (IW1): The approach and the strategic context to the development of new, and large settlements is understood. The proposed development is in a strategic location which is unsuitable for this type and scale of residential development. It is close to the UK’s largest express freight airport with 24hr operations across the year. There is potential for significant disturbance from aircraft activity throughout the night. The proposed allocation identifies the development of some 4,500 new homes, along with homes suited to the elderly, along with sheltered, extra-care facilities and nursing and care homes. Such residential uses would appear to be wholly incompatible with a location that is immediately adjacent to a 24-hour international airport. The proposed settlement is to also include open amenity space, public space, and sport facilities. These open-air uses could potentially be subject to disturbance from the operation of the Airport and the noise of aircraft operating 24-hours.



Para 4.115. it is not clear that the location and its development is genuinely sustainable. It is remote from existing settlements and within an area that is presently rural. Whilst there are ambitions for public transport access, the location is remote from the public transport infrastructure. The location is anticipated to be car dependent, it is some distance from the Strategic Road Network, and using part of the local road network (A453) that is already and important access to EMA for its passengers and cargo operations.

Para 4.116: EMA is a 24-hour airport. The development of potentially noise sensitive uses in the immediate proximity would be contrary to national aviation policy that in relation to aircraft noise is 'to limit and, where possible, reduce the number of people in the UK significantly affected by aircraft noise'. EMA's Noise Action Plan replicates the national policy and it aims to reduce the local population affected by night noise. Airline operators are investing in new aircraft technology to comply with EMA's Noise Action Plan. This would be compromised by inappropriate development in an area that is currently subject to aircraft noise. The Aviation Policy Framework recognises that planning policies and planning decisions should aim to avoid a situation where noise gives rise to significant and adverse impacts on health and quality of life as a result of new development. The National Planning Policy Framework expects that local planning policies and decisions to ensure that new development is appropriate to its location and the effects of pollution – including noise – on health, the natural environment or general amenity are taken into account. There are areas of open space that cannot be mitigated against aircraft noise while the proposed location is distant and unconnected to established settlements. There is significant impact of local road traffic affecting access to existing sites and activities at EMA and it is not clear whether the development would be attractive to people working in the local area.

We trust that these comments are helpful as the Local Plan Review progresses and we are committed to engaging in all future stages of the Plan preparation. We are happy to continue to work with the Council to provide material and develop the evidence base during this time. However, if at this stage you require any further information or wish to discuss our comments in further detail, then please contact me.

Yours sincerely



Jon Bottomley  
**PLANNING MANAGER**



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

15 March 2024

Dear Planning Policy Team,

We as East Midlands Freeport, a local stakeholder in the East Midlands region, submit to you this representation to the Regulation 18 Consultation on the New Local Plan for North West Leicestershire.

Freeports are a flagship Government programme that will play an important part in the UK's post-COVID economic recovery and contribute to realising the levelling up agenda, bringing jobs, investment and prosperity to some of the most deprived communities, with targeted and effective support.

East Midlands Freeport received final Government approval at the end of March 2023 and is now open for business. EMF presents a once-in-a-lifetime opportunity to attract and drive investment, innovation, and green growth across the region. And we're making progress - with over £150m invested to date and the second £22m phase of multimodal rail freight terminal nearing completion by Maritime Transport and SEGRO.

The Freeport is a terrific example of the public and private sector working in partnership, with 6 local authorities and 6 industry partners, unifying around a levelling-up proposition and agreeing that Retained Business Rates will be used to reinvest in schemes to promote growth across the East Midlands.

EMF is driving forward our plans including proposals for advanced logistics, advanced manufacturing and decarbonised freight around the airport in Leicestershire. In Nottinghamshire, we're working with our partners at Uniper as they transform the Ratcliffe power plant into a centre for low carbon energy generation and storage, supporting a range of manufacturing opportunities like gigafactories. And in Derbyshire, we're exploring strategic partnerships around automotive and aerospace. All of this supports the Government's ambitious policy aims of levelling up across the UK.

Our plans don't stop there. We are already attracting interest from global companies who recognise the strength of research and knowledge which resides in the East Midlands - not only in our universities but from the strength of the global manufacturing capabilities in the region such as Toyota and Rolls Royce. By bringing together public, private, and higher education sectors, Network Rail, National Highways and regional bodies like Midlands Engine and Midlands Connect, we are also a convening force for the region, helping the East Midlands speak as a single voice whether to Government, investors or our communities.

Our mission is to make the East Midlands the destination for UK and international investment and in doing so we will create tens of thousands of quality jobs and add around £9 billion to the economy over the next 25 years, making a vital contribution to the East Midlands. This will be a vital step in addressing longstanding socio-economic issues, underinvestment, lower than average productivity, skills gaps and pockets of deprivation, particularly in our cities. In turn, this will enable the Freeport to reinvest the uplift in business rates we generate in projects across the East Midlands in skills, innovation, green growth and connectivity – forecast to be approximately £1bn.

However, to unlock this once in a lifetime opportunity for the region, we have to realise the full potential of each of our three designated tax relief areas – including the land south of the A453, near to Diseworth and the two plots of land within East Midlands Airport’s footprint (See Appendix 1), which are located within North West Leicestershire. The Draft New Local Plan allocates the land south of the A453 under the Draft EMP90 site allocation. The land within East Midlands Airport is within the boundary of the Airport as per the Local Plan, covered under Draft Policy Ec8.

To be clear, normal planning and environmental rules will apply at each of our tax sites and we expect our developer partners to be best-in-class when it comes to sensitive masterplanning and community engagement. Any proposed development within the Freeport should be done through a robust planning mechanism which includes full consultation with the local community and Local Planning Authority (LPA) to ensure it is delivered as sensitively as possible. It is also important that local planning authorities are clear on the allocation for employment and what is required to enable appropriate and sustainable development in a responsible manner, something that the Freeport is committed to achieve.

We appreciate you will need to consider carefully all the evidence presented to you as part of this consultation. In our financial business case, which was subject to a rigorous Government approval process, we identified our target sectors to focus our activity and attract international investors from the following sectors – Advanced Logistics and Warehousing, Advanced Manufacturing (including Aerospace, Automotive, Rail and Space) and Low Carbon Energy. Economic indicators from both the Office for National Statistics and Oxford Economics were analysed for each sector to set out current economic activity in the Freeport region (Nottinghamshire, Leicestershire, Derbyshire) as well as forecast regional growth potential. As identified by the economic analysis conducted, each of the sectors identified has significant potential for growth in the region and the potential for the sites to provide suitable land to support this growth. A detailed analysis of each tax sites suitability, which outlines how the proposed tax sites comply with the ‘regeneration need requirement’ of a freeport tax site and/or ‘underdeveloped requirement’ was conducted to support the Freeport’s bid, which was in turn subject to thorough evaluation by the Government. The Freeport’s focus on these sectors aligns with North West Leicestershire District Council (NWLDC)’s Economic Growth Plan (2022-25) which promotes five particular sectors for their potential for growth, but for the Freeport this would be – manufacturing, logistics and distribution. EMF also plays an important role working with landowners to ensure that the right kind of investment is made into the site – and that business rates relief is only granted where robust tests are met around additionality and social value. As such we support the allocation of Freeport sites within NWLDC for Use Classes B2 and B8 to enable their use by investors in the target sectors and facilitate the Freeport. We also note that the sites within East Midlands Airport boundary are restricted by the use classes listed in draft policy Ec8 and Manchester Airport Group will respond on this point if they consider it appropriate to do so.

It is therefore demonstrated that the Freeport selection has been supported by a robust evidence process that includes indicators of site suitability and opportunity to contribute to the economic success of the region, fulfil market demand and create new jobs for local communities.

Part of the evidence base for the Local Plan is noted to be the Leicester & Leicestershire Strategic Growth Plan which provides a long-term vision addressing future challenges and opportunities across the county through to 2050, which NWLDC signed in support. It identifies the Leicestershire International Gateway as a key area of opportunity and makes provision for significant investment in infrastructure and services to support it. It also states:

East Midlands Freeport  
c/o Leicestershire County Council, County Hall, Glenfield, Leicestershire, LE3 8RA  
Telephone: 0116 3056111  
Email: [info@emfreeport.com](mailto:info@emfreeport.com)  
Website: [www.emfreeport.com](http://www.emfreeport.com)

*‘The approved plan will be used to help shape the Local Plans that the city, borough and district councils are preparing or reviewing. It will also be used to support bids for Government funding to deliver the infrastructure needed to support growth.’*

The Freeport, and therefore the designated tax sites, aligns with the aims and objectives of the Strategic Growth Plan which in turn is a building block of your draft Local Plan. As the Reg 18 Site Allocations consultation document states ‘the Government did not undertake an assessment of the planning merits of the site’, namely all sites which comprise the Freeport within the NWLDC’s boundary. This is correct, however, as set out above, the assessment does indicate the suitability of the sites in their ability to contribute economically to the region and fulfil the growth ambitions of not only the Freeports programme but wider economic policy such as the Growth Plan. Furthermore, the location around the airport has been recognised as part of the future employment allocation by NWLDC for some time, indicating its suitability for employment land and remains part of the Council’s strategic ambitions for the area. The progression of these strategic sites for employment uses has been agreed by all Freeport Board members of which NWLDC has played an active part since our formation.

The Local Plan will set the framework for development in North West Leicestershire up to 2040. The Chancellor of the Exchequer announced in the Autumn Statement and later confirmed in the Spring Budget 2024 that the window to claim freeport tax reliefs in England will be extended from five to 10 years to enable Freeports to deliver growth, jobs and level up the country. This now means that the benefits on our designated tax relief areas may be accessed until September 2031, making the Freeport sites a key employment generator during the Plan period. We note this factor will require updating in the Draft New Local Plan, as it currently references the previous deadline of September 2026, in Section 6 of the Reg 18 (Site Allocations) DPD. The Freeport is part of a movement to enable sustainable development that meets the needs of the district, the county and the wider region. This is why it is essential to secure the position of the Freeport’s sites in the local planning framework to support the economic development of the region.

We note that the respective landowners for the Freeport land parcels will be submitting representations containing technical information in support of the allocation of the sites. Draft Policy Ec8 notes the appropriate uses within the airport boundary and considerations for future development. The Draft Site Allocation for EMP90 lists eight further conditions which would need to be met in order to satisfy its allocation within the Local Plan. We understand that all of these conditions will be addressed as part of the response by the potential developers for the site and also in any future planning application(s) on the site. We are committed to working with the landowners and the Council as the Local Planning Authority to facilitate the allocation and subsequent granting of permission on the site.

An ongoing example of this is the proactive steps being taken to understand and plan for the potential requirements on the transport network. The Freeport is working closely with partners across the region, including Midlands Connect, East Midlands Councils, the EMDevCo and Local Highways Authorities, to ensure that we’re planning growth in a coordinated way – considering the combined impact on our transport infrastructure and speaking with one voice back into Government and National Highways about the need for further targeted investment (eg. at Junction 24 of the M1). In fact, the Freeport recently commissioned a strategic transport assessment to increase investment and make improvements in and around junction 24 of the M1 in partnership with Midlands Connect. This document will be used to inform the applications for development at the Freeport sites. The Minister for Roads and Local Transport also confirmed that National Highways will deliver a geographically-limited but detailed scheme development study at M1 Junction 23a – 25. This will focus on the development of potential measures within the areas of the strategic road network that are likely to be critical to the future growth plans for the region. This work will complement ongoing work by EMDevCo, and Midlands Connect as the region’s sub-national transport body.

East Midlands Freeport

c/o Leicestershire County Council, County Hall, Glenfield, Leicestershire, LE3 8RA

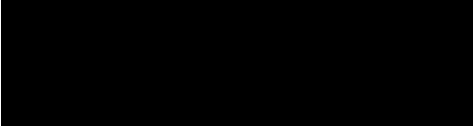
Telephone: 0116 3056111

Email: [info@emfreeport.com](mailto:info@emfreeport.com)

Website: [www.emfreeport.com](http://www.emfreeport.com)

Given the significance of the Freeport nationally, and the clear evidence and precedent of the potential value of the sites within the Freeport as employment sites with the potential to bring business to the region and create jobs, we hope that you will give due consideration to the points raised in this submission. The Freeport supports the allocation of the land to the south of the A453 via EMP90 and the inclusion of the airport land in Draft Policy Ec8. Their continued inclusion and identification as employment sites is essential to the successful delivery of the Freeport. We would welcome the opportunity to discuss any queries that you may have in greater detail.

Yours faithfully,



**Tom Newman-Taylor**  
**Chief Executive, East Midlands Freeport**



# **NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL LOCAL PLAN**

## **ISSUES AND OPTIONS (REGULATION 18) CONSULTATION**

REPRESENTATION MADE ON BEHALF OF CADDICK GROUP

March 2024

Project Ref: 333100858

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Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU  
Office Address: 10<sup>th</sup> Floor, Bank House, 8 Cherry Street, Birmingham, B2 5AL  
T: 0121 633 2900 E: [birmingham.uk@stantec.com](mailto:birmingham.uk@stantec.com)



## Document Control Sheet


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	Name	Position	Signature	Date
<b>Prepared by:</b>	FC	Planner		26/02/24
<b>Reviewed by:</b>	MD	Planning Director	MD	11/03/24
<b>Approved by:</b>	MD	Planning Director	MD	15/03/24
<b>For and on behalf of Stantec UK Limited</b>				

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

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## Appendices

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# 1 Introduction

- 1.1.1 Stantec is instructed by Caddick Land, part of Caddick Group, to prepare a representation to the Draft North West Leicestershire Local Plan (Regulation 18) Consultation ('the Draft Local Plan'), including the relevant documents within the evidence base.
- 1.1.2 Caddick Land control land south of Ashby Road, Kegworth ('the Site') as identified on the Site Location Plan contained at **Appendix 1**. This Site has also been assessed in the Council's Strategic Housing and Economic Availability Assessment (SHELAA) (2021) Assessment under reference K12. The SHELAA assessed the site as being potentially suitable, achievable and available.
- 1.1.3 The Site is promoted as a suitable and deliverable urban extension to Kegworth capable of providing up to 140 dwellings to help meet the housing needs of the area. The scheme would provide affordable housing and through Caddick Group's private rental brand, Casa, offers the opportunity to include private rent as part of a blended mix of housing on this site.
- 1.1.4 The Site is situated in a strategic location, bordering the M1, East Midlands Airport, East Midlands Freeport, surrounding strategic employment sites and the University of Nottingham to the east. The Site is therefore well located to meet the housing needs of the Kegworth and support those that live and work in the area.
- 1.1.5 The Site is currently a reserve housing allocation in the current adopted Local Plan and intended to come forward in the event other allocations in Kegworth are unable to deliver the level of housing anticipated due to HS2. Although the government made an announcement that the HS2 leg between Birmingham and Leeds has been 'cancelled' the safeguarding remains in place. It is therefore vital that alternative sites are brought forward to meet the needs of the village and further land should be allocated for this purpose to cover the new plan period. The Council have clearly found land south of Ashby Road to be a suitable and deliverable site for housing given its reserve allocation status, and therefore it represents a logical site for inclusion in the new Local Plan.
- 1.1.6 In terms of delivery, Caddick Group is a business with over 40 years' experience in development and construction industry. They have a proven track record of delivering high quality, desirable and sustainable developments that provide a positive long-lasting legacy.
- 1.1.7 A Vision Document for the Site is contained at **Appendix 2**. This sets out Site-specific planning constraints and opportunities and provides clear evidence of the Sites suitability and deliverability for housing including an indicative masterplan for the Site.
- 1.1.8 With regards to these representations the Council have published three documents for consultation. These are as follows:
- Proposed Policies for Consultation
  - Proposed Housing and Employment Allocations for Consultation
  - Proposed Limits to Development Consultation
- 1.1.9 These documents, along with the Policies Map, provide a draft Local Plan for North West Leicestershire currently intended to cover the period 2020 to 2040. Comments are made having regard to the tests of soundness and follows the general format (heading and policy references) set out in the consultation documents.

- 1.1.10 Caddick Land welcomes the opportunity to provide a response to this consultation and look forward to engaging with the Council further on the new Local Plan, and particularly regarding their proposals for land south of Ashby Road, Kegworth.

## 2 Proposed Policies for Consultation

### 2.1 Background to the Local Plan

2.1.1 Paragraph 35 of the National Planning Policy Framework (NPPF) provides the following tests to establish if a development plan is sound. Plans are sound if they are:

- a) *Positively prepared - providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;*
- b) *Justified - an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;*
- c) *Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and The National Planning Policy Framework (NPPF)*
- d) *Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework and other statement of national planning policy, where relevant.”*

2.1.2 We note that the draft Local Plan is intended to cover the plan period 2020 to 2040. At paragraph 1.10 of the Proposed Policies document, it sets out the timetable for the next stages of the new Local Plan. Examination is shown as being scheduled for 2025. We believe that it is unlikely that the Local Plan will be adopted in this same year, with adoption more likely in 2026 at the earliest. Therefore, we believe that the overall plan period should be extended to adjust for this. Ideally 2043, if not longer. This will adhere to national policy as outlined in paragraph 22 of the NPPF which states that “*Strategic policies should look ahead over a minimum 15 year period from adoption*”.

2.1.3 It is also worth noting that the base date (2020) is taken from the HENA (2022). If evidence is updated prior to the adoption of the Local Plan then we would expect the plan period to be amended to accurately reflect the base date used in any new evidence, whilst ensuring it covers to cover a minimum of 15 years after adoption.

### 2.2 Plan Objectives

2.2.1 The Proposed Policies document outlines eleven plan objectives. Caddick Land are broadly supportive of these. They cover the main themes important for the delivery of sustainable development and establish a framework for policies within the plan. There are several key matters which the objectives fail to mention. Firstly, Objective 2 states that the plan will:

*“Ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type (Ensuring the delivery of new homes).”*

- 2.2.2 There is no reference within this objective to meeting cross boundary needs, and this is vital given the commitment in the Leicester and Leicestershire Statement of Common Ground to meeting some of Leicester's shortfall and contribute towards the delivery of the sub-regional Strategic Growth Plan. The must acknowledge then need to address cross boundary issues.
- 2.2.3 Secondly, in respect of tenure, paragraph 63 of the NPPF stresses the importance of establishing the tenure needs of the area. Caddick have commissioned to assess the build-to-rent market in Kegworth. A copy of their report is contained at Appendix 3. This report highlights a high demand for private rent. The report concludes, at paragraph 6.2, that: -
- “Using a range of approaches and methodologies, our assessment of the need for additional private rented sector homes within Kegworth over the next 10-years indicates there is a need for between 80 and 220 privately rented dwellings over the next 10-years in the settlement. A middling scenario suggests 174 homes as a reasonable benchmark.”*
- 2.2.4 This is clearly a considerable need which needs to be considered and addressed by the new Local Plan. There is an absence of evidence relating to the needs for private rental accommodation, and this needs to be remedied as the plan progresses.
- 2.2.5 The other matter to address in the plan objectives is Biodiversity Net Gain (BNG). This is now a mandatory requirement of the Environment Act 2021 with all qualifying development to provide a minimum 10% measurable BNG to be delivered as part of the development.

## 2.3 Strategy

### **Draft Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)**

- 2.3.1 Draft Policy S1 of the Proposed Policies consultation document sets out the future development needs over the plan period. In respect of housing the draft policy proposes a requirement of 686 dwellings each year and a total 13,720 dwellings over the plan period (2020-2040). This target is based on the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) (June 2022) and consists of a local housing need of 372 per annum, calculated using the Standard Method, with a further 314 per annum to contribute towards Leicester's shortfall, as agreed in the Leicester and Leicestershire Statement of Common Ground. Whilst this approach is consistent with the NPPF we believe there are very good reasons why a higher growth target should be adopted. Firstly, the Housing Distribution Paper, which accompanies the HENA, states:
- “In North West Leicestershire the evidence suggests stronger housing provision would be necessary to support future growth in the economy based on the HENA scenarios, with an economic-led need shown for up to 606 homes pa in North West Leicestershire. An adjustment to housing provision to support economic growth in Melton and NW Leicestershire is therefore justified.”*
- 2.3.2 Given the considerable employment growth expected to occur in the district, particularly associated with the East Midlands Airport and Gateway Industrial Cluster (EMAGIC), there needs to be sufficient housing to support jobs and ensure accessibility and affordability of housing in the right locations to meet demands. Caddick instructed Stantec to consider the Local Economic Factors relevant to Kegworth that is likely to influence the local housing market here. A copy of this report is contained at Appendix 4.
- 2.3.3 This report highlights that the SEGRO East Midlands Gateway, East Midlands Intermodal Park, and the Ratcliffe-on-Soar site gives total employment across these sites of 20,000-21,000 jobs.

- Work carried out by Icen estimate that the creation of the East Midlands Freeport will generate 1,260 jobs (1,639 including indirect and induced impacts) in North West Leicestershire. There is clearly considerable economic growth taking place in the Kegworth area and this represents an opportunity for the wider district. A housing requirement based on Standard Method is insufficient to sustainably support this employment growth and therefore we believe a higher growth target is entirely justified.
- 2.3.4 An aspirational economic growth scenario is also discussed in the HENA. This suggests that upwards adjustments to housing provision (relative to the Standard Method starting point) should be considered in Blaby, Melton and North West Leicestershire and this could help to support growth within these areas. The HENA states that this might be considered as a first stage distribution, and redistributing unmet need from Leicester to these areas would support workforce growth within them and help them to achieve their economic potential. This is because the aspirational economic growth scenario generates a higher housing need than the standard baseline within these local authority areas.
- 2.3.5 In addition to the impact of employment growth in the area, it is also apparent that there is a significant unmet affordable housing need in the District. The HENA, establishes that 382 dwellings per annum are required to meet affordable rent and affordable home ownership needs. Therefore, if market housing is intended to be the key tool for delivering affordable housing, then there is justification to increase the housing target above Standard Method to attempt to address the significant affordability issues in the District.
- 2.3.6 Paragraph 11a the NPPF (2023) is clear that for plan-making all plans must “*promote a sustainable pattern of development*” that “*meet the development needs of their area*”. Paragraph 11b goes on to state that strategic policies should, as a minimum, provide for objectively assessed needs, as well as any needs that cannot be met within neighbouring areas. Where a specific need, such as affordable housing, has been identified then the plan should seek to address this. We strongly recommend that consideration is given to a higher housing target to address affordability issues, along with jobs growth, as discussed previously. We also consider that the spatial strategy should be focused on supporting the employment growth around the EMAGIC area, and allocating more land at settlements such as Kegworth which are most accessible via sustainable transport options (e.g. public transport, walking and cycling).

**Draft Policy S2 – Settlement Hierarchy (Strategic Policy)**

- 2.3.7 Draft Policy S2 outlines that Kegworth falls under the hierarchy classification of a local service centre. These are settlements which, according to the Proposed Policies consultation document, provide some services and facilities primarily of a local nature meeting day to day needs and where a reasonable amount of new development will take place. However, in the case of Kegworth, paragraph 4.22 of the Proposed Policies consultation document identifies it as one of the settlements with the “*most comprehensive range of services and facilities*” which “*to a varying extent, serve other settlements*”.
- 2.3.8 We believe the Settlement Study (2021), which provides the evidence base to support the ‘Settlement Hierarchy’, failed to consider Kegworth’s strategic location and proximity to employment opportunities including the East Midland Airport, East Midlands gateway, University etc. and its accessibility to considerable employment opportunities, as detailed in appendix 4 and Para 2.1.11 above, along with excellent access to reliable public transport options, including the Skylink bus service and East Midlands Parkway nearby.
- 2.3.9 Kegworth is undoubtedly a sustainable location that is well related to the strategic highway network and therefore should be a focus for new development to meet needs. It is a serious



failing of this draft plan not to direct any growth towards Kegworth over the plan period, particularly where delivery has stalled over the course of the current plan period.

- 2.3.10 We firmly believe that established settlements, and in particular Kegworth given its unique location to considerable employment opportunities including the Freeport should sit above the Isley Woodhouse (new settlement), which will clearly only become sustainable location once services, facilities and schools are complete and useable. And for these reasons Isley Woodhouse should form no part of the hierarchy at this time.

## **2.4 Creating Attractive Places**

### **Draft Policy AP2 - Amenity**

- 2.4.1 This policy states that new developments 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. It also outlines that development proposals will be supported where they do not have a significant adverse effect on the living conditions of existing residents through the loss of privacy, excessive overshadowing and overbearing impact. This Policy is broadly consistent with the criteria set out in paragraph 135 of the NPPF and as such we consider it accords with the tests of soundness.

### **Draft Policy AP5 – Health and Wellbeing**

- 2.4.2 Draft Policy AP5 seeks to promote health and well being by promoting high quality accessible and inclusive environments. We fully support this draft policy. It is consistent with paragraphs 96 and 97 of the NPPF, and in particular paragraph 96 c) which recognises the importance of providing safe access to essential facilities and green infrastructure. The delivery of housing in the right locations with access to jobs and services, along with leisure and recreation space is vitally important. Land south of Ashby Road, Kegworth is exactly the sort of location that the Council should prioritise given the Site's highly sustainable location and access to considerable employment opportunities along with local services and facilities.

## **2.5 Housing**

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 2.5.1 While we agree with much of the wording of the draft Policy H1 however we have two main points of concern. Firstly, as outlined in our comments to draft Policy SP1, we consider that evidence justifies a higher growth target to support the economy and make a more significant contribution towards meeting affordable needs. Therefore, increasing the overall housing requirement will allow North West Leicestershire to realise its true growth potential while also contributing towards cross-boundary housing shortfalls.
- 2.5.2 Secondly, draft Policy H1 states that a total provision made includes a 10% flexibility allowance, however the requirement of 13,720 – as outlined by draft Policy S1, and repeated at draft Policy H1 - does not appear to include the additional 10%. We note that Table 2 of the Proposed Housing and Employment Allocations for Consultation document includes the 10% uplift, but it is not reflected in draft policy. Clarification is required to explain where the 10% uplift is factored in to the total requirement.

### **Draft Policy H2 – Housing Commitments**

- 2.5.3 Draft Policy H2 is intended to set out the Housing Commitments that will meet housing needs over the plan period. The current commitments are set out at Appendix A the Proposed Housing

and Employment Allocations consultation document. We note the Council will update draft Policy 2 so that it is reflective of housing commitments at that next stage of the plan (Regulation 19).

- 2.5.4 With regards to the commitments contained at Appendix A, we would recommend that any commitments prior to 1<sup>st</sup> April 2020 are excluded from the table as they fall outside of the plan period and only cause confusion.
- 2.5.5 As a general observation, the committed supply includes sites currently held up due to nutrient neutrality issues. These sites may prove slow to come forward, however, to boost delivery early in the plan period the inclusion of a 10% uplift is sensible to provide flexibility of supply. It is vital to ensure there is a supply of deliverable sites to meet needs early on in the plan period. This means identifying sites outside of the River Mease catchment, in locations such as Kegworth.
- 2.5.6 It is also evident that the Council's housing strategy relies heavily on the delivery of Isley Woodhouse (new settlement), with 1,900 dwellings anticipated to be delivered during the plan period. This will be a highly complicated site to bring forward, and therefore the Council's delivery assumptions are rather optimistic. We therefore consider that smaller, more deliverable sites, such as land south of Ashby Road, Kegworth should also be allocated to provide a supply of housing to meet anticipated employment growth around the Kegworth area and address short term needs.

### **Draft Policy H3 – Housing Provisions – New Allocations**

- 2.5.7 Draft Policy H3 set out the proposed new housing allocations, the details of which are contained within the Proposed Housing and Employment Allocations consultation document. However, as discussed previously we are strongly opposed to the lack of new allocations for Kegworth.
- 2.5.8 Paragraph 4.66 of the Proposed Housing and Employment Allocations confirms that three sites which have been delayed due to HS2 but are now expected to come forward as the eastern leg to Leeds has been cancelled. The three sites are:
- Land adjoining 90 Ashby Road, Kegworth (110 dwellings) (application reference 16/00394/REMM)
  - Adjacent to Computer Centre and J24, Packington Hill, Kegworth (141 dwellings) (application references 19/1757/REMM and 19/00878/REMM)
  - Measham Waterside (426 dwellings) (application reference 19/02381/REMM)
- 2.5.9 The Proposed Housing and Employment Allocations states that:

*“The sites will not be able to come forward immediately as the land is still safeguarded for HS2, but there is now a greater certainty that these sites can be developed in short to medium term of the Local Plan period.”*

*On this basis, we are not proposing to allocate any further sites in Kegworth and Measham and the Local Plan will no longer need to identify reserve sites in these settlements.”*

- 2.5.10 The two sites in Kegworth were granted outline planning permission over 10 years ago under the old North West Leicestershire District Local Plan adopted 2001. They are allocated in the

current adopted plan to deliver a combined total of 260 dwellings, but they have failed to do so due to HS2 safeguarding. The safeguarding remains in place, so the delivery of these sites remains uncertain, particularly if a new government decides to resurrect HS2, or use the land for an alternative transport scheme. Given this situation we firmly believe that alternative allocations must be identified and the obvious sites for this purpose are those already reserved.

- 2.5.11 Kegworth has seen limited growth for the last 20 years. This is despite the fact that it is a highly sustainable settlement and strategically well placed to meet housing demands generated by employment growth in the area as referenced in the answer to Draft Policy S1 above. The Council also accept that 14.6% of existing houses in Kegworth are used as HMO's and pressure remains for this use. At paragraph 3.13 of the Lichfields report (see Appendix 3), it states:

*“Evidence points to an increasing demand for HMO type properties and a consequent impact on the availability of homes within the wider rental market in Kegworth. Significantly, many of the perceived issues around growth in demand for HMOs stemming from the university and local employment growth are issues that Build to Rent products could specifically alleviate and mitigate against,”*

- 2.5.12 To try and manage this pressures draft Policy H8 is now proposed. However, this is still no substitute for increasing the supply of new homes to meet all housing needs.

- 2.5.13 The Proposed Housing and Employment Allocations document includes for a new settlement at Isley Woodhouse (IW1). As mentioned above, this is anticipated to deliver 1,900 homes within the plan period. As outlined in the Allocations document, new infrastructure is required to support the delivery of the new community. It goes onto state that:

*“the overall infrastructure requirements are likely to be significant covering not just transport but also education, health, and recreation. These will be identified as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself. This means that any new infrastructure will have to be phased across the lifetime of the development in order to ensure that development remains viable, consistent with national policies”*

- 2.5.14 The timescales associated with the delivery of a new settlement fail to address the short term employment growth in Kegworth as detailed in Appendix 4, and as such we believe that providing no new allocations within Kegworth is unrealistic and does not align with national policy. Paragraph 35 a) of the NPPF states that plans must be 'positively prepared' and provide a strategy which, as a minimum, seeks to meet the areas objectively assessed needs. In this instance, Kegworth's needs are not being adequately assessed and as such will not be addressed over the course of the plan period. This is a significant concern and the new Local Plan does not provide any clear justification as to why this is the case. This directly contradicts paragraph 35 b) of the NPPF. The housing situation in Kegworth is clearly complicated, with loss of stock to Houses of Multiple Occupation (HMOs), along with slow delivery of housing allocations (Ashby Road (H1k) and land south of Derby Road (H1m)) and on this basis the Council must identify new sites, and land south of Ashby Road is ideally suited for a housing allocation to meet needs.

**Draft Policy H4 – Housing Types and Mix (Strategic Policy)**

- 2.5.15 The below table outlines the housing mix within draft Policy H4:

	1 Bed	2 Bed	3 Bed	4 Bed
Market	5%	35%	45%	15%
Affordable to Rent	35%	40%	20%	5%
Affordable Ownership	15%	40%	35%	10%

2.5.16 The policy also states that for both market and affordable housing, any deviation of more than 5% from any of the figures in the HENA must be justified. The policy does not take into account local market requirements or whether smaller units of accommodation would be reflective of local character. It is therefore considered that the housing mix should be a target for the district as a whole across the plan period, with greater flexibility for individual sites so that new development proposal can be designed in response to market signals while at the same time respecting local character.

2.5.17 Paragraph 63 of the NPPF advises that in establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. It states that:

*“These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes.”*

2.5.18 The Lichfields report contained at Appendix 4 shows that there is a strong need and demand for private rented homes in Kegworth, with 27% of households in private rent accommodation.

2.5.19 At paragraph 4.27 of the Lichfields report, it states that the *“private rented sector is a significant part of the local housing market, having seen sustained and significant growth, reflecting the pressures placed on the local housing market by high levels of employment growth in the area and the student population at the nearby university campus”*. The draft Local Plan is currently silent on private rental needs, so it is our view that the Council should assess the demands for private-rent accommodation to allow the new local plan to address this need and comply with the requirements of the NPPF.

#### **Draft Policy H5 – Affordable Housing (Strategic Policy)**

2.5.20 Policy H5 states:

*“(1) Affordable housing will be provided on site as part of major residential (Use Class C3) and mixed-use developments as follows:*

*(a) [Percentage requirements will follow after whole-plan viability testing]*

*(b) [Tenure mix will follow after whole-plan viability testing]*

*(2) Off-site provision will be accepted only where it is demonstrated that the circumstances set out in the NPPF (or its successor) are met.*

*(3) A lower proportion of affordable housing will only be accepted where a viability assessment, prepared in accordance with national planning policy and guidance, clearly demonstrates that the full policy requirement cannot be achieved.*

*(4) The affordable housing should be integrated within the design and layout of the scheme such that they are externally indistinguishable from market housing on the same site.*

*(5) Schemes which artificially reduce the scale of development to avoid the requirement for affordable housing, for example by sub-dividing a site, will not be acceptable.*

*(6) The Council's Local Connection Criteria will apply to prospective purchasers of a First Home for a period of three months from the date the property comes onto the market."*

2.5.21 Based on available evidence (the HENA) there is a significant affordable need in the area (382 dwellings per annum) which needs to be addressed. We are therefore in general support of draft Policy H5 and we are pleased to see the percentage requirements for affordable housing will be the subject of viability testing, as will the tenure mix.

2.5.22 We also support the period of three months for the Local Connection Criteria to apply for First Homes as any longer will restrict the availability of affordable homes to those in need.

#### **Draft Policy H7 – Self-build and Custom Housebuilding**

2.5.23 This policy outlines that the Council will support proposals for self-build and custom house building where the site is located within the Limits to Development, as defined on the Policies map, for the Principal Town, Key service Centres, Local Service Centres or Sustainable Villages.

2.5.24 In the text following this policy it states that the Councils register has been growing and the last few years have seen a noticeable increase in the number of individuals requesting they be added to the register.

2.5.25 Due to the increasing demand for self-build houses, we believe that Policy H7 should clearly outline where exactly self-build and custom housing should be delivered within North West Leicestershire. Demonstrating this would remain consistent with the requirements for plan making as set out in the NPPF.

#### **Draft Policy H8 – Houses in Multiple Occupation in Kegworth**

2.5.26 Draft Policy H8 seeks to control new HMOs in Kegworth. The draft Policy states that:

*“(1) Within the Parish of Kegworth we will support proposals for new Houses in Multiple Occupation, extensions to Houses in Multiple Occupation or the increase in the occupancy of Houses in Multiple Occupation where:*

*(a) The number of Houses in Multiple Occupation do not represent 10% of more of all dwellings within 100m radius from the centre of the building to which the application relates, or the proposal does not result in the 10% threshold being exceeded; and*

*(b) It does not result in a residential dwelling being sandwiched between two Houses in Multiple Occupation along the same side of the street; and*

*(c) The development is able to provide suitable off-street parking of one space per occupant that does not cause detriment to highway safety or the amenity of the area, either individually or cumulatively; and*

*(d) The House in Multiple Occupation does not significantly harm residential amenity and the social and physical character of the area, in particular through increased activity, noise or disturbance; and*

*(e) Sufficient provision is made available on site for refuse storage facilities and cycle storage facilities; and*

*(f) The overall size of the property is suitable for multiple occupation with adequate living space and standards for future occupants (i.e., garden/amenity space, internal space, noise, outlook, light and privacy)."*

2.5.27 We broadly agree with this policy. There is clearly an issue with HMOs in Kegworth as identified in the HMO topic Paper (January 2024) which states that there to be a larger concentration of HMOs in Kegworth compared to the rest of the district, largely as a result of the proximity of Kegworth to the Sutton Bonington campus, which is part of the University of Nottingham. Other pressures arise from the labour demands from the nearby Airport and the development that has taken place at East Midlands Gateway. It is likely that the demand for HMO properties will continue in the future, particularly with the increased intake in students at the Sutton Bonington campus. As a result, housing stock is being lost to this use which is limiting the availability homes for those wishing to live in the area and potentially impacting affordability. Whilst the measures contained in draft Policy H8 will serve to control further lost of housing, there remains a general need to increase supply to meet all demands in the Kegworth area. Hence we consider that further new housing allocations, especially within Kegworth itself, are entirely justified.

#### **Draft Policy H10 – Space Standards**

2.5.28 Policy H10 states that all new housing will be required to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space. The standard also applies to housing created through conversions, subdivision or changes of use.

2.5.29 This policy does not sufficiently adhere to the NPPF, particularly section 35 b) as there is no clear justification as to the increase in space standards as set out in the new Local Plan. Within section 136f). of the NPPF it states that developments should create places that are safe, inclusive and accessible and which promote health and wellbeing, with a high standard of amenity for existing and future users. Footnote 52, within the NPPF, goes on to state that planning policies should make use of the government's optional technical standards for accessible and adaptable housing, where this would address an identified need for such

properties. We therefore ask that Policy H10 adheres to national planning policy as set out within the NPPF.

### **Draft Policy H11 – Accessible, Adaptable and Wheelchair User Homes**

- 2.5.30 This policy states that all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes) and that on housing developments comprising 10 or more dwellings (or on a site of more than 0.5 hectares):
- a) At least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings); and
  - b) At least 23% of all affordable homes will be required to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The expectation is that these will be built to M3(3)(2)(b) standard (wheelchair accessible dwellings), although provision of M4(3)(2)(a) (wheelchair adaptable dwellings) will be considered where justified and agreed with the Council's Strategic Housing Team prior to the granting of planning permission.
- 2.5.31 Exceptions to the requirements in Parts 1) and 2) will be considered by the Council only when the applicant has demonstrated that provision of a safe, step-free access is not viable.
- 2.5.32 We believe that ensuring 'all new homes' be required to meet PartM4(2) of the Building Regulations is unjustified. The policy does not consider the potential cost implications it will impose on developments and the impact that it could have on delivery as a consequence. It is also not clear whether there is a need for all homes to achieve these standards taking into local demographics. As such we object to this policy as the viability implications have not been considered and it does not adhere to national planning policy as outlined in the NPPF.
- 2.5.33 We also suggest that where it states, 'step free access is not viable' this should be changed to 'feasible'. This is more appropriate wording and as such we ask for this to be amended.

## **2.6 The Economy**

### **Policy Ec1 – Economic Strategy**

- 2.6.1 We note that the Proposed Policies document does not include a draft Policy covering the economic strategy, and this will be set out under draft Policy Ec1. This is an issue is a critical part of any local plan as it is important that sufficient land and premises are provided to meet needs to facilitate inward investment and ensure the prosperity of the District over the plan period.
- 2.6.2 As discussed, previously, the report contained at Appendix 4 highlights that the EMAGIC growth area will deliver over 20,000 jobs in the sub-region with a significant proportion in North West Leicestershire District. Clearly sufficient infrastructure needs to be planned to support the economic strategy, and this is a matter for the new Local Plan to address. The Economic Strategy also needs to align with the Housing Strategy so that housing growth is delivered to support new jobs in the most sustainable way. We therefore look forward to commenting on the draft Policy Ec1 at the Regulation 19 stage.

## **2.7 Infrastructure and Facilities**

### **Draft Policy IF1 – Development and Infrastructure (Strategic Policy)**

- 2.7.1 We agree with large parts of this draft Policy IF1 however any infrastructure requirements secured by way of a Section 106 agreement must meet the CIL (Regulation 122) tests. The following wording should be added to part 2) of draft Policy IH1:

“Subject to conformity with Regulation 122 of the Community Infrastructure Levy Regulations 2010 the type of infrastructure required to support new development includes, but is not limited to”,

## **2.8 Environment**

### **Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)**

- 2.8.1 We agree that it is important to conserve and enhance biodiversity in the district, but ensuring development provides a net gain in biodiversity consistent with national policy at the time a planning application is determined. Caddick’s proposals for land south of Ashby Road, Kegworth would achieve a biodiversity net gain of over 20% which is considerably higher than the statutory minimum and this is one of the many benefits that favour the Site’s allocation.



### 3 Conclusion

- 3.1.1 The East Midlands Freeport is the United Kingdom's only inland freeport up and running. It has, and will continue to, attract considerable new investment into the area, especially Kegworth, bringing high quality jobs and trading opportunities for businesses in the region. It represents a real economic opportunity for North West Leicestershire District and Kegworth in particular. It is therefore surprising that the Council have not considered the employment opportunities and growth associated with this through the emerging Local Plan and in turn therefore are not intending to identify any new housing allocations at Kegworth, which is a highly sustainable settlement at the very heart of this employment growth.
- 3.1.2 The spatial strategy of the draft Local Plan should be focused on delivering a sustainable pattern of growth. This means locating housing near employment opportunities. For these reasons we firmly believe the Council's housing strategy should be aligned to support job growth and deliver housing in locations accessible to East Midlands Airport and Gateway Industrial Cluster. Land south of Ashby Road, Kegworth (Site reference K12) represents a suitable, deliverable and available site to meet these needs, along with the local needs of the settlement. The draft Local Plan should be amended to include in this land for housing.
- 3.1.3 We trust that the above comments will be taken into consideration as part of the ongoing preparation of the North West Leicestershire District Local Plan Review. We look forward to being included in the next steps of the consultation process and, in the meantime, please do not hesitate to contact Charlotte Thomas ([charlotte.thomas@stantec.com](mailto:charlotte.thomas@stantec.com)) or ([faizal.chaudhri@stantec.com](mailto:faizal.chaudhri@stantec.com)) should you have any queries.
- 3.1.4 We would welcome the opportunity to meet with North West Leicestershire District Council's Planning Policy Officers to discuss the content of these representations and the delivery of the Site if this would be of assistance.

**Appendix 1    Site Location Plan**

**Appendix 2 Vision Document**

**Appendix 3 Local Assessment of Build-to-Rent Housing Need produced by Lichfields**

**Appendix 4    Kegworth – Local Economic Factors produced by Stantec**



Key

Application site boundary  
5.7ha / 14.09acres



**CaddickLand.**

**nineteen47**  
CHARTERED TOWN PLANNERS  
& URBAN DESIGNERS

Project  
Land South of Ashby Road,  
Kegworth  
Drawing Title  
Site Location Plan (with aerial)

Project Code	Drawing No	Rev
n2243	001-01	
Date	Drawing Scale	
08.02.2024	1:1250 @ A1	

LAND SOUTH OF ASHBY ROAD  
KEGWORTH

VISION DOCUMENT  
MARCH 2024

CaddickLand.

CASA  
BY MODA

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Stantec / 10th Floor, Bank House, 8 Cherry Street Birmingham B2 5AL / Tel: 0121 633 2900  
email: ross.pritchard@stantec.com

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Date: 15.03.2024 / Status: Final / Rev: C  
Author: SZ/DW / Checked by: MD

**CaddickLand.**

**CASA**  
BY MODA





## THE VISION

“Land south of Ashby Road presents the opportunity to create a vibrant, new residential development on the western edge of Kegworth which will bring forward the delivery of approximately 140 new homes. The development will include public open space, landscaping and new pedestrian routes to promote sustainability, recreation and wellbeing.”



**140 new homes**, including a mix of open market sale, a policy compliant affordable housing provision and purpose built private rent.



Creation of **public open space and pedestrian routes** connecting to the wider area.



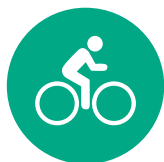
**Retention of existing trees and hedgerows**, including a central green corridor.



**Biodiversity net gain** of 26.5% habitat units and 36.3% hedgerow units.



**Safe and achievable** access point



Sustainably located close to a range of facilities, services and excellent employment opportunities locally, which are **easily accessible** to the site.

# INTRODUCTION

This Vision Document has been prepared by Stantec on behalf of Caddick Land, who are promoting the site of Ashby Road, Kegworth for residential development. The site will accommodate 140 homes, including market housing, affordable housing and purpose built to rent.

Casa by Moda, is Caddick Group's home rental brand. Casa aims to address the nationwide housing shortage, providing much-needed high quality 1-4 bed family homes at an accessible price point for renters. Unlike traditional rental, residents will not need to pay deposits and pets are welcome making their properties more attractive to the family market. Part of the site has the potential to come forward as a CASA development, if the market demands.

The purpose of this document is to support the promotion of the site to accommodate residential development and associated public open space. The key aims and objectives of the document are to:

- Present a vision and design framework which has guided and shaped the proposals;
- Review the site in the context of current Planning Policy;
- Present an understanding of the site and the local context, and collate key opportunities and constraints affecting the site and design proposals;

- Present the emerging concept masterplan, supported by an explanation of the key design principles that have informed it.

The site is located on the western edge of Kegworth, approximately 0.4 miles from the village centre. The site measures approximately 5.7 hectares. It is bounded as follows:

**Northern Boundary:** The northern boundary of the site is bounded by Ashby Road and existing housing in Kegworth.

**Eastern Boundary:** To the east are the rear of existing properties fronting on to Springfield and Whiteholmes Grove streets, with the town centre and local facilities beyond.

**Southern Boundary:** To the south lie adjacent fields within the same land ownership with the A6 Kegworth Bypass beyond.

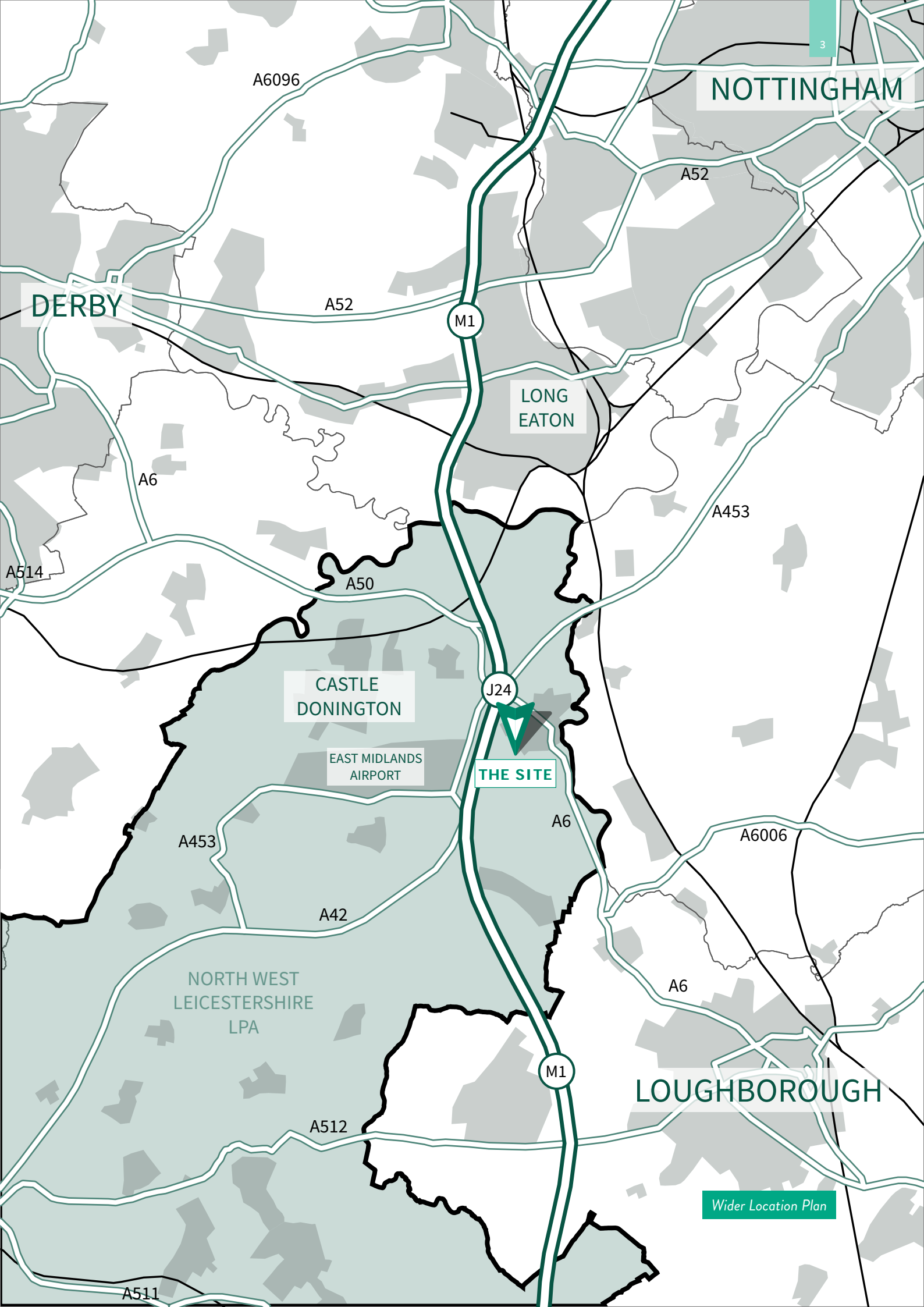
**Western Boundary:** To the west lie adjacent fields within the same land ownership with Ashby Road and the M1 beyond.

— Site Boundary

— Other land under control of the applicant



Aerial Location Plan



NOTTINGHAM

DERBY

LONG  
EATON

CASTLE  
DONINGTON

EAST MIDLANDS  
AIRPORT

THE SITE

NORTH WEST  
LEICESTERSHIRE  
LPA

LOUGHBOROUGH

Wider Location Plan

# PLANNING POLICY CONTEXT

## Adopted North West Leicestershire Local Plan

The Local Plan for North West Leicestershire was originally adopted in November 2017. However, Policy S1, as set out in the 2017 Local Plan, required the Council to commence a review of the Local Plan by the end of 2018 or within 3 months of the adoption of the Local Plan. This was to address the Inspector's concern about whether the Council should accommodate unmet needs of the City of Leicester and the Borough of Oadby and Wigston.

A Partial Review was carried out solely to amend Policy S1 of the adopted Local Plan in 2018. Following Examination of the Partial Review, the North West Leicestershire Local Plan (as amended by the Partial Review) was adopted in March 2021. There was no effect on other policies of the 2017 Plan.

The Local Plan (as amended by the Partial Review) states that it is necessary to identify additional sites to ensure that the overall provision of housing will be sufficient to meet the housing requirements of 9,620 dwellings over the plan period (2011-2031). This is a provision to meet the Objectively Assessed Need and housing requirement for the District as originally identified in the 2017 Local Plan.

Policy S2 of the Local Plan sets out the 'Settlement Hierarchy'. Kegworth is identified as a Local Service Centre which forms the third tier in the settlement hierarchy. The Local Plan acknowledges that Local Service Centres provide some local services and facilities and can expect a reasonable amount of new development will take place.

The Local Plan acknowledges that the proposed construction of HS2 had the potential to prevent sites forming part of the District's housing supply from being delivered, and this included two sites in Kegworth. On that basis reserve sites were identified where the principle of development would only be acceptable once there was greater certainty regarding the route of HS2.

Policy H3d allocates Land south of Ashby Road, Kegworth under Policy H3d (Housing provision: new allocations) for approximately 110 dwellings. As such, the Land South of Ashby Road was identified as a reserve site within the adopted Local Plan.

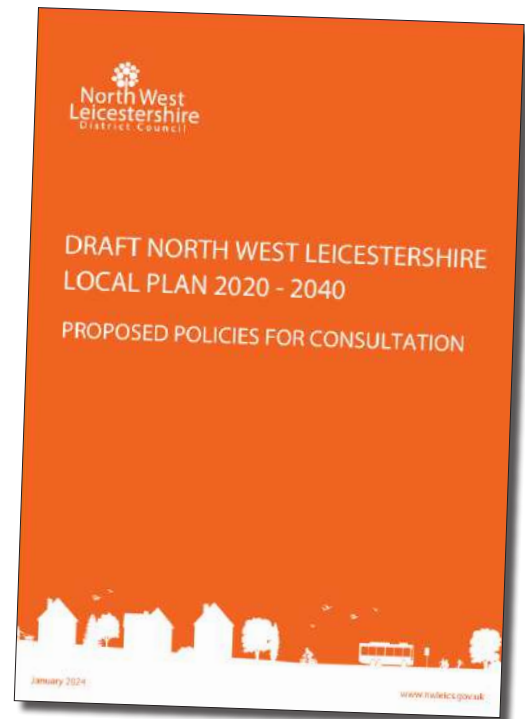
The Land south of Ashby Road has therefore been allocated to help meet the housing need within North West Leicestershire in the event that housing delivery fails to take place as expected.

## Emerging North West Leicestershire Plan

North West Leicestershire District Council have begun work on a full review their Local Plan. The objectives which underline the draft Local Plan include:

- Enabling health and wellbeing
- Ensuring the delivery of new homes
- Achieving high quality development
- Reducing the need to travel
- Supporting the district's economy
- Enhancing our town and local centres
- Mitigating for and adapting to climate change
- Conserving and enhancing our heritage
- Conserving and enhancing our natural environment
- Ensuring the efficient use of natural resources
- Ensuring sufficient infrastructure

Draft Policy S1 sets out the future development needs within the district. The housing requirement for North West Leicestershire is 13,720 dwellings over the plan period of 2020-2040 which equates to an annual requirement 686 dwellings. This includes 314 dwellings to meet the unmet needs from Leicester City.



# HOUSING SUPPLY POSITION IN KEGWORTH

## Housing Need in North West Leicestershire

The total housing need for North West Leicestershire is 686 homes per annum, accounting for 372 homes using the Standard Method plus a further 314 homes as a result of the unmet need from Leicester City, following the signed Statement of Common Ground amongst the Leicester Authorities. As such, over a 20-year plan period, this equates to a housing need of 13,270 homes.

## Existing Housing Stock within Kegworth

Existing housing stock within Kegworth has been affected by an increasing number of HMO's. This has resulted in 14.6% of properties within the settlement now being used as HMOs, impacting upon the overall availability of dwellings within Kegworth. As a consequence, the local planning authority are seeking to control this through the introduction of Article 4 Direction as of February 2021 and the emerging Local Plan. The loss of housing stock to HMO's is further justification for providing more open market housing and purpose built private rented homes to meet the local needs of the area, within Kegworth.

## Surrounding employment uses

Kegworth is situated within an important strategic location, situated close to Junction 24 of the M1, and located near major transport links including the M1 motorway, East Midlands Airport and East Midlands Parkway Railway Station. Kegworth has good, sustainable transport connections; East Midlands Parkway Train Station providing services to Nottingham, Derby, Leicester and Sheffield and has a number of local bus stops providing access to Leicester, Loughborough, East Midlands Airport and Derby, alongside Long Eaton, Radcliffe on Soar, Sutton Bonington, Long Eaton and Nottingham University (main campus), demonstrating that Kegworth is situated within a highly connected, sustainable location.

Furthermore, Kegworth lies in a key position with respect to major, growing employment sites, being within close proximity to the East Midlands Freeport Zone, incorporating the East Midlands Logistics Gateway, East Midlands Airport, Strategic Rail Freight Interchange and the Ratcliffe-on-Soar Power Station. The University of Nottingham's Sutton Bonington Campus is also situated close to Kegworth.

## East Midlands Airport

East Midlands Airport is located to the east of Kegworth, being the largest employment site in the region outside of the city of the Leicester, supporting over 6000 jobs. In January 2024, East Midlands Airport pledged an investment programme of £120 million to improve passenger experience over the next five years, demonstrating the long term future of the airport, and the investment will lead to increased jobs. Kegworth is well connected to the airport; there is a regular bus service running every 15 minutes or is a 17 minute cycle ride, or a 6 minute drive. This demonstrates that Kegworth is well located to a major employer, which has intentions to continue to expand and employ a greater number of people.

## East Midlands Freeport

East Midlands Airport is the UK's largest for dedicated freight movements, over 440,000 tones of goods pass through the airport per year. The long term aim of the Freeport is to support 61,000 jobs in the region and uplift the East Midlands economy. East Midlands Freeport is made up of SEGRO East Midlands Gateway and Strategic Rail Freight Interchange and Ratcliffe-on-Soar Power Station redevelopment. East Midlands Gateway provides 6 million sqft of logistics floorspace to East Midlands Airport Cargo Terminal and Strategic Rail Freight Interchange, once completed, will provide 7520 jobs.

Ratcliffe-on-Soar Power Station is currently being redeveloped, to transport the site into a 265ha site for zero-carbon technology and energy hub for the East Midlands. Once completed, this site will have potential to create between 7000-8000 jobs based around low carbon energy generation and advanced manufacturing. Therefore, overall, gross jobs at East Midlands Freeport sites are estimated to be 20,000-21,000.

As a result, ICENI's Freeport Housing Need Report (2022) estimates that North West Leicestershire would benefit from 1639 jobs as a result of the Freeport, therefore demonstrating additional housing provision will be required to support this increase in jobs.

## Sutton Bonington Campus

Sutton Bonington Campus, which is a part of the University of Nottingham, located south-east of Kegworth, employs 566 staff.

Therefore, there is clear evidence presented that illustrates Kegworth is located within close proximity to areas concentrated with high employment rates as a result of the sheer quantity of employment users within the area. Consequently, those additional jobs that are being generated will require additional housing provision in order to fulfil the additional need generated. Kegworth is well-located both strategically within the wider strategic highway network, but also in respect to access to public transport, providing direct access to the surrounding direct employment opportunities.

Land south of Ashby Road provides a suitable and deliverable site for up to 140 dwellings, including policy compliant affordable provision. Furthermore, through the Caddick Group's Casa brand they are capable of delivering an element of private rental accommodation, including family housing to further add to the tenures available.

The Site is currently a reserve housing allocation in the current adopted Local Plan and intended to come forward in the event other allocations in Kegworth are unable to deliver the level of housing anticipated due to HS2. Although the government made an announcement that the HS2 leg between Birmingham and Leeds has been 'cancelled' the safeguarding remains in place. It is therefore vital that alternative sites are brought forward to meet the needs of the village and further land should be allocated for this purpose to cover the new plan period. The Council have clearly found land south of Ashby Road to be a suitable and deliverable site for housing given its reserve allocation status, and therefore it represents a logical site for inclusion in the new Local Plan.

# LOCAL CONTEXT

The site lies on the western edge of Kegworth, approximately 0.4 miles from the village centre.

The site is well placed to benefit from an existing network of PProWs, public transport services and access to the local and strategic highway networks providing access to existing local facilities.

## Facilities and Services

There are a number of facilities and services within walking distance of the site. These facilities include:

- Pubs
- Hotels
- Pharmacies
- Shops
- Primary School
- Kegworth Town Cricket Club
- Side Ley Park
- Kegworth Tennis Club

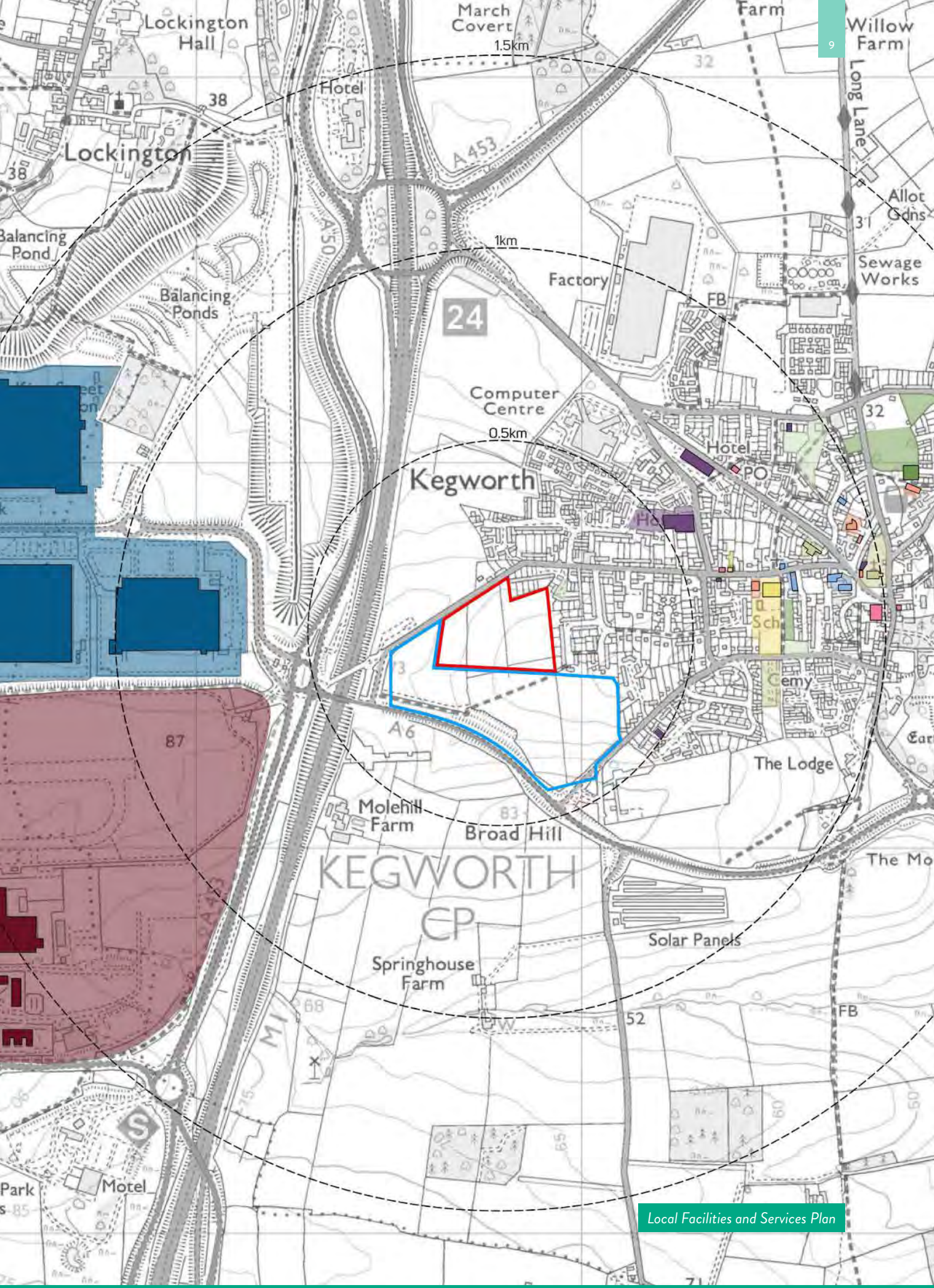
The closest primary school to the site is Kegworth Primary School located approximately 0.4 miles (a 9 minute walk) away.

## Transport

- **Bus** - The nearest bus stop to the site is 0.1 miles away (3 minutes walk) from the site on Ashby Road, serving the 07 route, a Skylink route running from Derby to Leicester via Loughborough every 20 mins
- **Train** - East Midlands Parkway is the nearest station to the site, being situated north-east to the site, approximately 3.9 miles (9 minute drive/16 minute cycle) from the site. This offers services to London St Pancras International, Sheffield, Lincoln, Nottingham, Derby, Loughborough and Leicester.
- **Walking/Cycling** - The site has a number of Public Rights of Way within close proximity, with the opportunity to create new cycle and pedestrian routes within the site.
- **Car** - The site is strategically located close to a number of major road networks, including the A6 to Leicester via Loughborough, A42 to Birmingham via Tamworth, A50 to Stoke-on-Trent and the M6, and the A453 to Nottingham are all within close proximity of the site. Additionally, J24 of the M1 is located a 5 minute drive to the north which offers connections into the wider national road network.

















# SITE ASSESSMENT

The Site Assessment Plan opposite demonstrates some of the key technical and spatial considerations located on the site and in the surrounding area which have helped to inform the proposals. These are summarised in the table below:

Topic	Site Assessment
Green Infrastructure	<ul style="list-style-type: none"> <li>Retention and enhancement of existing green infrastructure within the site.</li> </ul>
Transport and Highways	<ul style="list-style-type: none"> <li>Safe and suitable access off Ashby Road can be achieved.</li> </ul>
Landscape and Visual Sensitivity	<ul style="list-style-type: none"> <li>The site is located on the edge of the existing settlement, this site provides an opportunity to create a new transitional landscaped edge to Kegworth, reinforcing the relationship of the village with the surrounding countryside through the integration of new green infrastructure and open space along the site boundaries to the south and west.</li> </ul>
Heritage and Archaeology	<ul style="list-style-type: none"> <li>The development is unlikely to affect any heritage assets, as there are no known heritage and archaeology assets in the area.</li> </ul>
Ecology	<ul style="list-style-type: none"> <li>Biodiversity Net Gain of 26.55% habitat units and 36.31% hedgerow units can be achieved, satisfying the Trading rules.</li> <li>Mitigation strategy will be implemented across the site, retaining and enhancing habitats of highest ecological importance.</li> </ul>
Flood Risk and Drainage	<ul style="list-style-type: none"> <li>The Site is located within Flood Zone 1.</li> <li>The topography of the site will inform a sustainable drainage solution for the site with a new attenuation pond.</li> <li>Flood risk to the site is very low and therefore is considered suitable for residential development</li> </ul>
Noise	<ul style="list-style-type: none"> <li>Acoustic design and noise mitigation measures are incorporated into the proposal ensuring the site is suitable for residential development.</li> </ul>
Facilities, Services and Connectivity	<ul style="list-style-type: none"> <li>The proposal has the potential to provide new pedestrian and cycle routes, which would offer sustainable travel opportunities to the village centre and to nearby employment sites.</li> </ul>



	Application site boundary		Existing Public Right of Way (Footpath)
	Proposed location of new vehicular access		Protect amenity of existing houses
	Existing vehicular access		General direction of landfall
	Existing (retained) trees & hedgerow		Gas easement
	Low point for anticipated Sustainable Drainage System (SuDS)		Proposed location of LEAP

# TECHNICAL CONSIDERATIONS

## Ecology

An Ecological Opportunities and Constraints report has been produced by Tyler Grange Group Ltd which has outlined that the majority of the Site comprises arable fields of negligible ecological importance, bounded by hedgerows of up to local ecological importance. As part of the evolving design, the mitigation hierarchy has and should remain to be implemented across the Site, retaining and enhancing habitats of highest ecological importance, namely the hedgerows.

Based on the habitats present on Site that will be lost and those to be created, the development at the Site will result in an increase of 2.99 habitat units (representing a growth of 26.55%) and an increase of 1.86 hedgerow units (representing a growth of 36.31%). Within Ecology, the Site is achieving over 20% Biodiversity Net Gain, which is above the statutory requirement.

Overall, no significant ecological impacts are envisaged as a result of development and precautionary working methods are considered appropriate to protect any on site habitats.

The development of the Site provides opportunities to enhance biodiversity and enhancements would be best focused on the hedgerows and habitat creation on providing diverse habitats which are not currently present onsite. The Site therefore provides huge ecological benefits, particularly due to the over 20% BNG, and as a result it is suitable for housing development.



## Noise

A Feasibility Noise Assessment has been produced by Apex Acoustics Ltd to assess the noise levels across the Site. The report outlines that noise levels affecting the proposed development Site have been measured during both the day and night and noise propagation across the Site has been calculated.

Noise mitigation measures that are outlined within the report in terms of road traffic noise include the installation of garden fencing facing the inner Site so that they are shielded from the motorway by the homes.

For aircraft noise, the Site could benefit from having gardens facing north and east to provide shielding from the houses and this can help contribute towards a good and effective 'acoustic design'. Also having any taller houses and building to the south will help further mitigate aircraft noise on the development.

Therefore, subject to mitigation, the Site is considered suitable for housing.



## Transport

Hub Transport Planning Ltd have carried out a Transport Appraisal to consider the transport implications for residential development of the Site. This appraisal has indicated that a review of accident data within the vicinity of the Site does not suggest that there are any specific highway safety issues that would need to be addressed.

Bus services are located within walking distance to the Site and it is sustainably positioned in respect to walking and cycling trips to local facilities, services, employment areas and schools within the region.

The development of the Site will generate just over one vehicle movement every minute, which can be considered as a minimal amount. A safe and suitable access can also be provided from Ashby Road for vehicular pedestrian and cycle traffic. From a transport perspective, the Site performs well and can be considered for housing.

Hub's Transport Appraisal demonstrates that a safe and accessible access can be provided from Ashby Road for vehicular, pedestrian and cycle traffic.

## Drainage

Link Engineering have produced a Flood Risk and Drainage Feasibility Review for the Site. The Site lies within Flood Zone 1 and is at low probability of flooding. All land uses can be deemed to be compatible within the proposed development, as outlined within the Flood Risk and Drainage Feasibility Report. The Site is also, predominantly, at very low risk from surface water.

The technical report outlines that it is anticipated that the ground conditions on the Site will be unsuitable to support water infiltration techniques and to comply with planning policies and requirements, an attenuation pond with a flow control chamber will be proposed in the south east corner of the Site where there is surface water flooding risk and where the levels are lowest.

In summary the flood risk to the development is very low and as such, the development feasibility is not compromised. This is hugely beneficial for the Site and as such, it is suitable for housing.



# KEY DESIGN PRINCIPLES

The illustrative masterplan for the site is presented opposite. The masterplan has been prepared in response to the Constraints and Opportunities planning policy context and overarching vision detailed in the previous section. A summary of the design principles and development benefits of the site are listed below:

- 1 The proposed development will deliver approximately **140 new homes** of a potential range of types and tenures;
- 2 The development will also deliver **a large area of public open space** including blue and green infrastructure;
- 3 The existing trees and hedgerows within the site and along the northern and eastern boundaries will be **retained and enhanced with new planting** to add character to the development and open spaces and maintain their value as habitats for ecology and biodiversity;
- 4 **Vehicular access** to the site will be provided off Ashby Road;
- 5 An **Equipped Local Play Area** will be proposed within the green infrastructure that will act as a new gateway feature;
- 6 Provision of a **well-connected movement network** through the site, with a hierarchy of routes and key frontages to enhance the legibility and sense of place;
- 7 The proposals incorporate the **retention and enhancement of existing green spaces** wherever possible to shape a connected and multi-functional green infrastructure network. The enhancements will contribute towards a **Biodiversity Net Gain as part of the proposals, the development would result in +2.99 habitat units (+26.55%) and +1.86 hedgerow units (+36.31%)**. The habitats onsite could be suitable for a number of protected and notable species including amphibians, bats, breeding and wintering birds and reptiles;
- 8 The development layout is structured to ensure the creation of a **permeable, legible and a safe place, with streets and spaces overlooked**. With the aspiration of providing a green outlook for every dwelling, through provision of green streets and high quality public open space; and
- 9 A **new attenuation area** will look to capture and store run off prior to either soaking away or being discharged into the local network. The existing surface water flow routes have been respected within the concept masterplan.





## SUMMARY OF KEY BENEFITS

- Provision of **140 new homes**, made up of market housing, policy compliant affordable housing and potential for purpose build private rent.
- Creation of **public open space** within the site, whilst providing new pedestrian and cycle links to connect to the wider network.
- Retention of green infrastructure on-site, maximising ecological enhancements, achieving a **Biodiversity Net Gain** of 26.5% habitat units and 36.3% hedgerow units.
- The creation of a **safe and accessible new access** off Ashby Road.
- The site is **well served by public transport** and within close proximity to the strategic highway network.
- There are **excellent employment opportunities** locally.
- The site is **well served by the local facilities** within Kegworth, such as pubs, hotels, pharmacies, shops and primary school.





# CASA

BY MODA

Casa is part of the Moda family, the UK's largest vertically integrated developer and operator of homes for rent. Our newly created, next generation neighbourhoods, are powered by technology with a focus on exceptional customer service and a passion for putting wellbeing above everything.







Celebrating  
**60**  
years

Land South of Kegworth  
Local Assessment of Build-to-  
Rent Housing Need

Caddick Developments Ltd

25 April 2023

**LICHFIELDS**

**LICHFIELDS**

# **Lichfields is the pre-eminent planning and development consultancy in the UK**

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of innovation in planning.**

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## 1.0 **Introduction**

1.1 This report is prepared by Lichfields on behalf of Caddick Developments Ltd. It presents a local assessment of build-to-rent housing need within Kegworth, a large village in North-West Leicestershire district.

1.2 This report explores the qualitative and quantitative need for private rented accommodation within the Kegworth local area, establishing the degree of need and **demand for 'Build to Rent' homes as part of the mix of housing growth that is allocated to the settlement.** The report is set out as follows:

- Section 2 reviews the existing evidence on local housing needs for the area and the background evidence on built to rent;
- Section 3 provides background and context on Kegworth and its environs which are relevant to the consideration of the local housing market;
- Section 4 reviews evidence on the characteristics of the local housing market;
- Section 5 provides an assessment of the build-to-rent need within Kegworth; and
- Section 6 brings together the conclusions from the analysis.

## 2.0 **Build to Rent and Existing Evidence**

2.1 Build to rent is a distinct housing asset class within the private rented sector. It is explicitly defined within the NPPF, which also indicates (para 62) that the type and tenure of housing needed for different groups in the community – including families and people who rent their homes – should be assessed and reflected in planning policies. The national and local policy around build to rent, and existing local evidence on needs, is considered as follows.

### **Policy and Guidance**

#### **Government’s National Policy and Guidance**

2.2 The private rented sector has expanded significantly over the previous three decades, with the English Housing Survey indicating the sector accounts for 4.6 million households in the country, or 19% (c.f. a consistent rate of c.10% in the 1990s). In response, successive Governments have sought to recognise the greater role that the private rented sector can play in providing more housing.

2.3 **In March 2015 Government published ‘Accelerating Housing Supply and Increasing Tenant Choice in the Private Rented Sector: A Build to Rent Guide for Local Authorities’.**<sup>1</sup> It notes the benefits that Build to Rent housing can bring to Local Authorities including:

- 1 Supporting the local community, by meeting local demand for market rented housing;
- 2 Increasing tenant choices and improving tenant outcomes, with investors having a long-term stake in a community and a business model focussed on retaining long term tenants and maximising occupancy;
- 3 Increasing housing supply due to higher absorption rates and market differentiation;  
and
- 4 Supporting local growth via employment and enhanced labour mobility, allowing local workers easier access to the local housing market.

2.4 **The Housing White Paper ‘Fixing our broken housing market’ (2017)**<sup>2</sup> recognised the role that attracting more institutional investment in the housing market and building more homes for private rent could make to the supply of new homes overall, whilst also increasing choice and standards for those living in the sector. Its proposals culminated in the publication of Planning Practice Guidance on Build to Rent in September 2018 and a revised NPPF in February 2019, which introduced the requirement for LPAs to reflect the needs for people who rent their homes within planning policies and included the definition of build to rent within the NPPF glossary. This included confirming that such schemes **should ensure that “family-friendly” tenancies of three of more years are available.**

2.5 The Planning Practice Guidance section on Build to Rent sets out that (ID 60-001):

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<sup>1</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/416611/150323\\_Accelerating\\_Housing\\_Supply\\_and\\_Increasing\\_Tenant\\_Choice\\_in\\_the\\_Private\\_Rented\\_Sector.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/416611/150323_Accelerating_Housing_Supply_and_Increasing_Tenant_Choice_in_the_Private_Rented_Sector.pdf)

<sup>2</sup> <https://www.gov.uk/government/collections/housing-white-paper>

*“As part of their plan making process, local planning authorities should use a local housing need assessment to take into account the need for a range of housing types and tenures in their area including provisions for those who wish to rent. Specific demographic data is available on open data communities which can be used to inform this process. The assessment will enable an evidence-based planning judgement to be made about the need for build to rent homes in the area, and how it can meet the housing needs of different demographic and social groups.*

*If a need is identified, authorities should include a plan policy setting out their approach to promoting and accommodating build to rent. This should recognise the circumstances and locations where build to rent developments will be encouraged...”*

- 2.6 It goes on to identify that affordable housing provision on build to rent schemes should be provided by default in the form of affordable private rent and that 20% is a general suitable benchmark for the level of affordable private rent homes to be provided (with those homes being at a 20% discount to local market rents).
- 2.7 **Overall Government’s policy and guidance on build to rent recognises it as an important** part of the mix of homes that might be provided to meet needs within any area. However, whilst there is a requirement to consider the need for such private rented homes within an area, guidance is not instructive or prescriptive on how the need for those homes can be assessed.

### The North West Leicestershire Local Plan

- 2.8 The North West Leicestershire Local Plan was adopted in November 2017, and following a partial review, a revised version was adopted in March 2021. Policy S1 sets a requirement to deliver a minimum of 9,620 homes over the plan period 2011-2031, equivalent to 481 homes per annum.
- 2.9 The Local Plan contains no specific plan policy approach to the private rented sector or build to rent schemes. However, Policy H6 does seek a mix of housing types, size and tenures in order to meet the identified needs of the whole community. It sets out that (Policy H6(2)):
- “In considering proposals for developments of 10 or more dwellings we will have regard to the following:*
- (a) evidence of housing needs including the most up to date Housing and Economic Development Needs Assessment, Older People’s Housings Needs Study, local housing needs surveys, parish plans and other evidence of market demand; and*
  - (b) the mix of house types and sizes already built and/or approved when compared to the available evidence; and*
  - (c) the size of the proposed development in terms of numbers of dwellings proposed; and*
  - (d) nature of the local housing sub-market; and*
  - (e) needs and demands of all sectors of the community; and*
  - (f) character and context of the individual site; and*

*(g) development viability and deliverability.”*

- 2.10 This indicates the Council will approach the mix and tenure of development - including private rented tenures - within the authority area with reference to any evidence of particular housing needs, market demand and the nature of local housing sub-markets.

## **Existing District Evidence**

- 2.11 There are several relevant local assessments of housing need which address the private rented sector and build to rent to different degrees. The policies within the adopted Local Plan were informed by the ‘Leicester and Leicestershire Housing and Economic Development Needs Assessment’ (‘the HEDNA’) published in January 2017. Subsequently, as part of the New Local Plan, the Council has been updating its evidence base with a ‘North West Leicestershire District Council Local Housing Need Assessment’ published in three parts between October 2019 and June 2020 and new ‘Leicester & Leicestershire Housing & Economic Needs Assessment’ published in April 2022 and updated in June 2022.

Leicester and Leicestershire Housing and Economic Development Needs Assessment (2017)

- 2.12 The HEDNA informed the Local Plan. It contains no specific mention or assessment of build to rent, but does contain general statistics around the private rented sector (PRS), noting modest increases in rental values in North West Leicestershire at the time and a rental affordability ratio for the district of 30.7% of earnings spent on rent; a similar level to England as a whole (30.9%) but much higher than the regional average for East Midlands (25.9%). The relative paucity of information within the HEDNA is reflected in the Local Plan having no specific policy approach to the private rented sector.

North West Leicestershire District Council Local Housing Need Assessment (2019-2020)

- 2.13 The North West Leicestershire District Council Local Housing Need Assessment was published in three reports: Report 1 – Overall Housing Need (October 2019); Report 2 – District Profile (June 2020); and Report 3 – Affordable and Specialist Housing Needs (June 2020).
- 2.14 Within Report 2, the assessment notes (para 8) that between 2001 and 2011 the private rented sector increased by 128% (albeit from a low base) with indicated that this may reflected the difficulties faced by younger households in accessing market housing to buy. It also identifies a projected housing need for the different parts of the Borough, with it concluding a need within Kegworth specifically for between 289 and 373 new homes over the period to 2039.
- 2.15 Within Report 3, the assessment specifically looks at the needs of the private rented sector within the District. It notes (Figure 5.2) that in 2011 Kegworth had a higher proportion of households in the private rented sector (18.8%) compared to the District average (11.3%) and also notes that rural areas of the District (including Kegworth) has a high proportion of households living in PRS than the urban areas. It indicates (para 5.7) that PRS *“has clearly been growing rapidly over time, in NWL and other locations”*. Notwithstanding, it concludes, based on an analysis of rent levels over the period 2011-19, that there is not any

suggestion at the District level of a particular lack of supply of private rented homes, and that homes to buy appears to be a more pressing issued (despite the two clearly interacting, with growth in the PRS – as has occurred in the District - typically being at the expense of homes being re-released into the wider owner occupied market).

- 2.16 The assessment also contains a specific section addressing Build to Rent (para 5.25-5.34), placed in the context that the PRS is growing substantially within North West Leicestershire. It sets out the following observations (para 5.30):

*“In NWL, there is currently no evidence of a need for Build to Rent or any significant activity in the sector. Indeed nationally, Build to Rent schemes are mainly coming forward in major urban areas (notably London) and are focussed on young professionals in locations close to transport hubs. Given private sector rent levels in NWL, it seems unlikely that there would be any notable investment in this sector at present. However, if schemes were to come forward, the Council should consider them on merit, including taking account of any affordable housing offer (such as rent levels and the security of tenure). The paragraphs below provide a brief description of some factors to consider with regard to Build-to-Rent.”*

- 2.17 It goes on to then identify that:

- 1 Prospective renters would typically be aged in the 25-40 bracket who are unable to afford to buy a home; but may also include older households looking for flexibility or whose circumstances have changed;
- 2 Schemes should meet the NPPF definitions (e.g. 3+ year tenancies, professionally managed etc.); and
- 3 Where schemes do come forward, the Council should consider affordable housing policies specifically for the Build-to-Rent sector (e.g. as set out in the PPG).

- 2.18 **The Local Housing Need Assessment’s observation on “no evidence of a need... or any significant activity”** in the Build to Rent sector within the District, appears to simply be based on a snap qualitative judgement, reflecting the perception that Build to Rent is **predominantly ‘city’ focussed product and that interest in North West Leicestershire would be non-existent. This perception is evidently untrue, given Caddick Group’s companies** include Moda Living, a bespoke developer and operator of purpose built homes for rent, and Caddick have a clear interest delivering the Land South of Kegworth for a build to rent product. As the Assessment caveats and advises, in such circumstances, the Council should consider any Build to Rent schemes on merit.

- 2.19 The Assessment does not contain any further substantive qualitative or quantitative assessment of the need for Build to Rent (nor the need for additional private rented housing). It also does not look at any local (sub-district) or settlement specific factors.

#### Leicester & Leicestershire Housing & Economic Needs Assessment (2022)

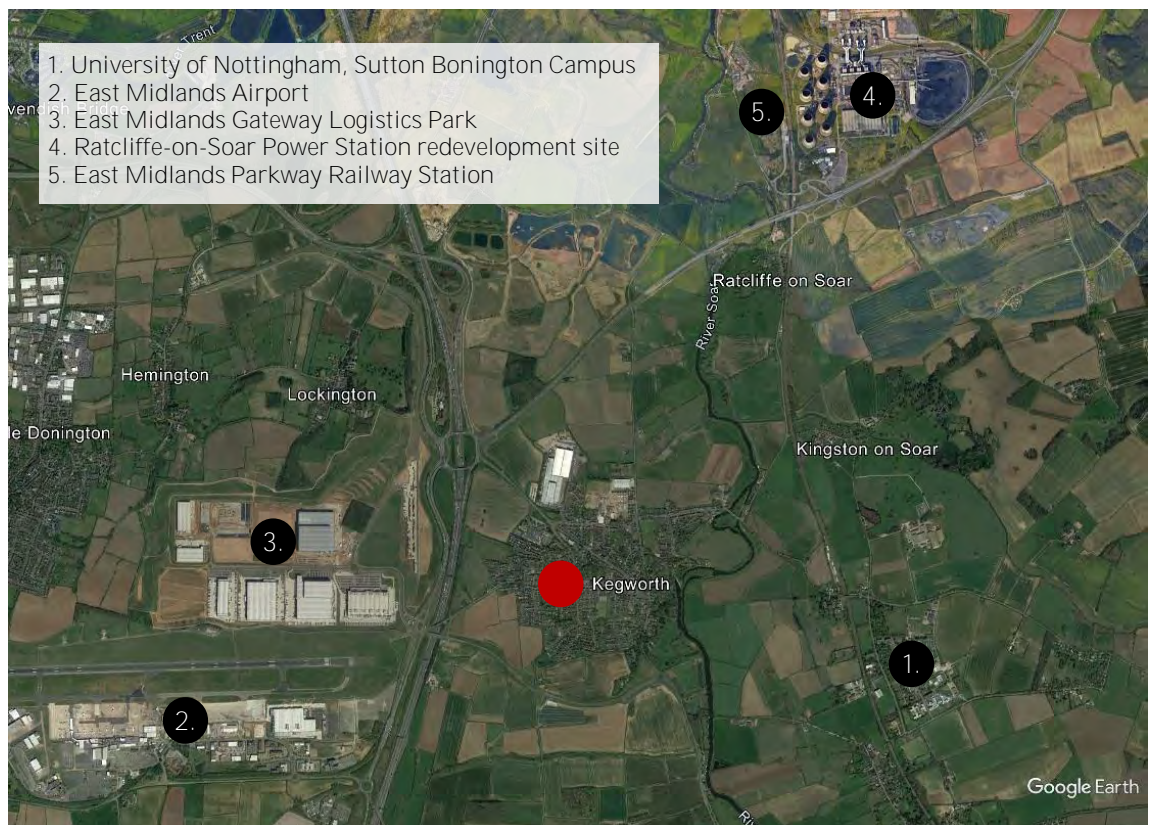
- 2.20 The Housing & Economic Needs Assessment (HENA) provides an analysis of the private rented sector, with specific reference to build to rent and HMOs as components of the PRS. Similar to earlier studies, it relies on Census 2011 data and notes the increasing role of PRS accommodation within the area.

- 2.21 In respect of Houses in Multiple Occupation (HMOs) the HENA identifies that North West Leicestershire has the third highest number of Registered HMO Licenses (large HMOs), only behind Leicester and Charnwood, with 57 in the District. This is also reflected in the number of student households identified in the Census 2011 for the District (81), with North West Leicestershire behind only Leicester (Leicester University) and Charnwood (Loughborough University). This also represented a 252% increase on 10-years earlier (see Table 12.14). Whilst the numbers themselves are relatively modest in a Leicestershire sense, as explored in Section 3.0 below, the figures for North West Leicestershire become significant when put in the context that the majority of these relate to Kegworth as an individual settlement.
- 2.22 In respect of build to rent, the HENA references other research (para 12.41) which indicates a ***“slight shift towards ‘housing led, family targeted’ build to rent schemes in suburban locations”*** and that ***“this more suburban offer seems to have potential for growth”***. However, it goes on to conclude specifically for Leicester and Leicestershire that ***“it is difficult to be precise about the demand for BTR as the market is embryonic (and there is therefore a lack of hard market evidence)”*** indicating that ***“There is a lack of market evidence related to the potential for suburban build-to-rent development of houses at the current time, but this is a sector which could develop over time.”*** Overall the HENA concludes there is some demand for build-to-rent accommodation, particularly in Leicester, with demand focussed on those in their 20s and early 30s. It also concludes that (Exec Summary para 4.17) in suburban build-to-rent locations there are areas where demand could arise over the period to 2041.

### 3.0 **Kegworth**

3.1 Kegworth is a village in the North of the North West Leicestershire District. It is situated close to Junction 24 of the M1 and East Midlands Parkway station is c.3km north east of the village. Kegworth is broadly equidistant between the larger settlements of Loughborough, Nottingham and Derby, which are all readily accessible. The village and its immediate environs, as covered by Kegworth Parish, has a population of 6,863 people and around 1,900 homes.<sup>3</sup>

Figure 3.1 Kegworth and Surrounding Area



Source: Google Earth

### **East Midlands Airport and the University**

3.2 In the immediate vicinity of Kegworth is East Midlands Airport and the University of Nottingham Sutton Bonington Campus. Both are significant drivers of the local economy in Kegworth and both exert significant influence over the local housing market.

3.3 East Midlands Airport is a short distance west of Kegworth and serves over 4 million **passengers and over 350,000 tonnes of air freight a year. It is the country’s largest freight** airport. Around 7,000 people work on the Airport site, and it contributes around £239

<sup>3</sup> Based on Census 2021 data. NWLDC estimated that as of October 2019 there were around 1,811 in Kegworth Village – see Article 4 Direction Cabinet Minutes 4 Feb 2020.

million in GVA to the local economy each year.<sup>4</sup> Immediately north of the Airport, and around 1km west of Kegworth, is SEGRO Logistics Park East Midlands Gateway a 280 hectare (700 acre) distribution warehousing development, incorporating a 20 ha (50 acre) Strategic Rail Freight Interchange (SFRI). To date it has delivered around 420,000 sqm (4.5m sqft) of logistics floorspace, with occupiers including Amazon, DHL and Maersk. Over 5,500 jobs are based at the site.<sup>5</sup>

- 3.4 East Midlands Airport and Gateway Industrial Cluster (EMAGIC) is also one of three sites which comprise the East Midlands Freeport. The Freeport, via its tax and customs incentives, aims to deliver significant economic regeneration in the East Midlands area, and further includes the Ratcliffe-on-Soar Power Station site redevelopment within the Freeport. This 273 hectare redevelopment site, due to be substantively realised following the planned closure of the coal-fired plant in September 2024, is similarly just 3km north-east of Kegworth and is proposed to see a range of intensive end uses such as industrial and manufacturing processes. Combined with East Midlands Intermodal Park adjacent the Toyota plant south west of Derby, the three Freeport sites are expected to jointly generate 28,000 jobs.<sup>6</sup>
- 3.5 The University of Nottingham Sutton Bonington Campus is located c.2km east of Kegworth. It is home to over 2,500 students and houses the schools of biosciences and veterinary medicine, as well as a 400 ha working farm. There are also around 550 staff, both academic and support, who work on the campus, many of whom live locally.<sup>7</sup> As follows, many of the students at the campus live in private rented accommodation within Kegworth, which has the potential impact of squeezing out occupation of homes in Kegworth by other families, either in the private rented sector or for purchase.
- 3.6 The location of Kegworth between these key regional employment and educational destinations has an important influence and impact on Kegworth as a place, from the **settlement's sustainability and vitality as a small village to the impact on its local housing market.**

## Article 4 Direction and Housing Pressures

- 3.7 In February 2020, North West Leicestershire District Council introduced a non-immediate Article 4 Direction removing permitted development rights within Kegworth for the change **of use of dwelling houses (Use Class C3) to small HMO's (Use Class C4).** Following consultation, the non-immediate direction was confirmed in July 2020 and the Article 4 Direction came into force in February 2021. Such change of use of family dwellings to small HMOs is now subject to the need to obtain planning permission.

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<sup>4</sup> East Midlands Airport Sustainable Development Plan 2015

[https://www.nwleics.gov.uk/files/documents/east\\_midlands\\_airport\\_sustainable\\_development\\_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf](https://www.nwleics.gov.uk/files/documents/east_midlands_airport_sustainable_development_plan/East%20Midlands%20Airport%20Sustainable%20Development%20Plan.pdf)

<sup>5</sup> <https://www.itpworld.net/news-and-views/2022/creating-better-places-a-case-study-east-midlands-gateway#:~:text=With%20over%206%20million%20sqft,from%20across%20the%20East%20Midlands.>

<sup>6</sup> <https://www.gov.uk/government/news/jobs-and-investment-boost-for-east-midlands-as-freeport-gets-green-light>

<sup>7</sup> <https://web.archive.org/web/20200921072207/https://www.nottingham.ac.uk/economic-impact/documents/economic-impact-study.pdf> - page 26/27



- 3.8 The rationale and evidence behind this decision is set out within two Cabinet Reports: 4 February 2020 making the proposed non-immediate Article 4 direction<sup>8</sup>; and 23 July 2020 confirming the direction.<sup>9</sup>
- 3.9 The Cabinet Reports set out that the Article 4 direction was made in response to Kegworth Parish Council expressing concerns about the high concentration of Houses in Multiple Occupation (HMO) in the village of Kegworth, and the negative impact they are having on its character, well-being and housing profile. The Feb 2020 Cabinet Report acknowledges (paras 5.1, 5.2) harm from HMOs can arise, including due to: imbalances in creating mixed communities; a high proportion of privately rented accommodation on short term lets leading to lower standards of upkeep on property; and harm to local housing markets whereby access to family homes is restricted by HMOs.
- 3.10 The Cabinet Report indicates (para 5.4) that the Parish Council believes that students attending the University create much of the demand for HMOs in Kegworth, but the Council Officers also note there may also be other pressures including the significant employment development taking place at East Midlands Gateway. To consider the concentration of HMOs in Kegworth, the Cabinet Report identifies the following key facts and conclusions:
- 1 As of November 2019, there were 21 licensed HMOs within the district overall, but 14 of these (67%) were in Kegworth. At the time there were a further 16 properties waiting for licenses of which 14 were in Kegworth, which if approved, would mean 76% of the **District's HMOs would be concentrated in Kegworth (despite it representing just 6.5% of the district's population).**
  - 2 Council Tax Records (July 2019) showed 21 HMOs in Kegworth, whilst for the period to December 2019 Council Tax Records also showed 173 properties in Kegworth wholly occupied by students. Matching these, Officers estimated 174 HMOs and/or student properties in Kegworth, representing just under 10% of all homes in Kegworth.
  - 3 Data and information from the University of Nottingham confirmed for 2018/19 academic year, 604 students provided a term time address in Kegworth (again just under 10% of the population). The University also indicated at the time it was expanding and increasing numbers of students at the Sutton Bonington Campus, with the potential impact that this could increase the demand for HMOs in Kegworth.
  - 4 Anecdotal evidence from the Parish Council is that people employed at East Midlands Gateway are residing in HMOs in Kegworth, and there is also significant housing interest in the village being received from potential workers, particularly around the time when recruitment is being undertaken by companies operating at this site.
  - 5 That discussion with estate agents suggested there was on-going pressure on the availability of family housing in Kegworth, with those homeowners looking to rent out their properties seeking to do so as HMOs rather than family homes, as rental returns are higher.

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<sup>8</sup> <https://minutes-1.nwleics.gov.uk/documents/s27143/Proposed%20Article%204%20Direction%20-%20Kegworth%20Houses%20in%20Multiple%20Occupation%20Cabinet%20Report.pdf>

<sup>9</sup> [https://www.nwleics.gov.uk/files/documents/cabinet\\_report\\_23072020\\_use\\_of\\_article\\_4\\_direction\\_hmos\\_in\\_kegworth/Cab%20Report%2023.07.2020%20Use%20of%20Article%204%20Direction%20Houses%20in%20Multiple%20Occupation%20in%20Kegworth.pdf](https://www.nwleics.gov.uk/files/documents/cabinet_report_23072020_use_of_article_4_direction_hmos_in_kegworth/Cab%20Report%2023.07.2020%20Use%20of%20Article%204%20Direction%20Houses%20in%20Multiple%20Occupation%20in%20Kegworth.pdf)

- 3.11 The Officers within the Feb 2020 Cabinet Report therefore conclude (para 5.16) that *“there are a significant number of HMOs in Kegworth, associated with students as well as elements of the working population...”* and that *“student and HMO occupation of the general housing stock in the village is on the increase, and it is likely that this trend will continue for the foreseeable future”*. The report identifies a key negative impact of this as being on the housing profile and the character and well-being of Kegworth, with an increase in the proportion of **“transient occupiers and consequently loss of residents with a long term stake in the community”**.
- 3.12 The July 2020 Cabinet Report notes the consultee responses to the Article 4 Direction, and at Appendix A includes a summary of responses<sup>10</sup>, with respondents noting of the Local Housing situation in Kegworth:
- There is a limited supply of suitable family properties and limited opportunities for locals to find properties, as landlords would prefer to rent as HMOs.
  - The number of HMOs is having an adverse impact on the rental market for family housing and that private renters are being priced out of the local market.
  - The cost to rent a family property is excessive when compared to the cost of a mortgage.
  - HMO houses are not maintained adequately thus reducing the street appeal of houses near to these properties.
  - A disproportionate number of temporary residents is creating an unbalanced community.
  - Concerns around parking.
- 3.13 Collectively, this evidence points to an increasing demand for HMO type properties and a consequent impact on the availability of homes within the wider rental market in Kegworth. Significantly, many of the perceived issues around growth in demand for HMOs stemming from the university and local employment growth are issues that Build to Rent products could specifically alleviate and mitigate against, including as follows:
- 1 As a highly managed form of rental property, within the portfolio of a single investor, and offering long-term tenancies, Build to Rent would meet the demand for those wishing to rent in Kegworth in homes that could not be converted to HMOs (without permission and agreement), would be accompanied by appropriate maintenance, would be designed meeting modern parking standards, and could reduce the impact of **the transient nature of some forms of private renting by offering ‘family friendly’** tenancies.
  - 2 Allowing local people and people moving to the area for work opportunities alike to access housing, including family housing and single person /couple housing, in the rental market and reducing both the demand for, and diluting the impact of, HMOs within Kegworth.
  - 3 Via improved supply to meet demand, would help to maintain rents at reasonable levels in the area, reducing the adverse impact HMOs are having on increasing rental values and decreasing supply.

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<sup>10</sup> <https://minutes-1.nwleics.gov.uk/documents/s28376/Appendix%20A.pdf>

4 Would provide good quality affordable homes for those not yet able to afford to buy in the area.

3.14 Overall, the existing village is exceptionally well located to meet the increasing needs for private rented properties that evidence shows is likely to continue in the future, with continued large scale employment growth anticipated surrounding Kegworth, and further trends associated with the occupation of homes in the village by students from the university campus. As set out above, and further reviewed in Section 4.0 below, the private rented sector is already a relatively higher proportion of the local housing market in Kegworth than in other parts of the District, and there is strong underlying structural demand reasons for this to continue, including demographics (with a relatively younger population structure), strong employment growth in the area attracting workers and their families, and the continued impacts of the nearby university campus and growth it may see in student numbers.

## 4.0 Local Housing Market

4.1 The previous housing market evidence for North West Leicestershire prepared between 2017 and 2022 provide some background context to wider market trends. Since these were published, more recent data is emerging from the Census 2021, and each of these earlier documents provide limited focus on Kegworth itself. This section provides a review of the local housing market, identifying some of the factors and characteristics which shape the local housing needs within the settlement.<sup>11</sup>

### Demographic Profile

#### Population

4.2 As of 2021 the population of Kegworth and its surrounding area<sup>12</sup> was 6,863; a 12.6% increase since 2011 when the population was 6,095. This means overall population growth of the Kegworth area outpaced that at the district level over the decade, as well as the region and national average.

Table 4.1 Total Population and Change – Kegworth\*, North West Leicestershire, East Midlands and England - 2011 to 2021

	2011	2021	Change	Change (%)
Kegworth*	6,095	6,863	768	12.6%
North West Leicestershire	93,468	104,706	11,238	12.0%
East Midlands	4,533,222	4,880,056	346,834	7.7%
England	53,012,456	56,490,045	3,477,589	6.6%

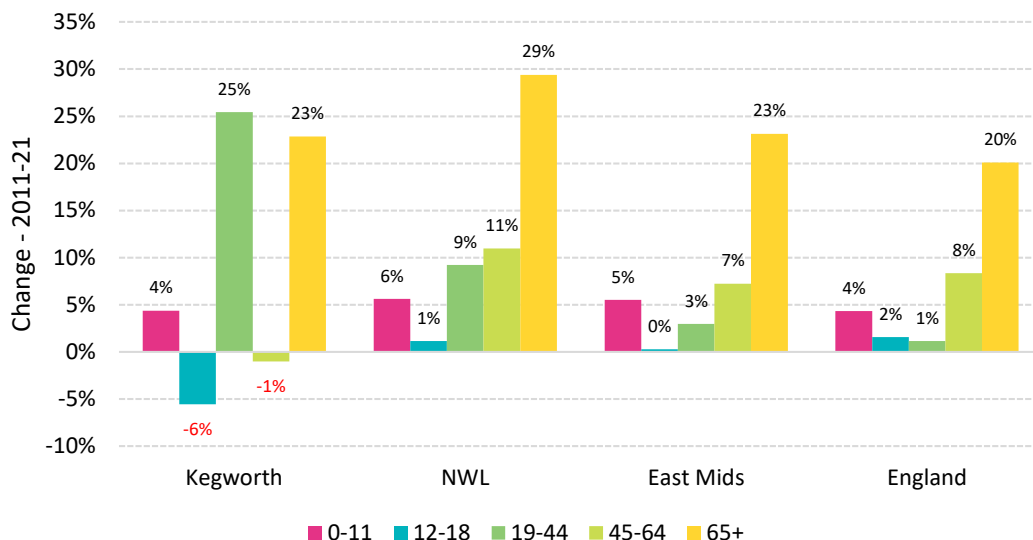
Source: ONS 2011/2021 Censuses. \*MSOA North West Leicestershire (NWL) 002<sup>12</sup>.

4.3 This population change has been disproportionately driven by the younger working age population (age 19-44), which grew by 25%; significantly more than any comparator areas as shown in Figure 4.1. **This also shows that Kegworth’s population of secondary age children (12-18) declined during the decade, meanwhile numbers in this age group were fairly steady across the wider comparators. Similarly, Kegworth’s population of older working age people (45-64) declined slightly, whilst this age group saw growth across all of the wider comparators.**

<sup>11</sup> For the purposes of this section the ‘Kegworth area’ is used to refer to Middle Super Output Area (MSOA) North West Leicestershire 002, which covers Kegworth and its surrounding rural area, including a number of smaller villages and hamlets. Demographic information is provided at this statistical geography due to availability, but also reflects the fact the wider areas characteristics influence the needs of Kegworth as the main settlement within the area. ‘Kegworth settlement’ or ‘village’ is used to refer to the extent of the village itself and is based on an amalgamation of ONS statistical Output Areas; namely E00131656, E00131657, E00131658, E00131659, E00131660, E00131661, E00131662, E00131663, E00131664, E00131665, E00131666 which is broadly similar to the parish boundary. This is used to look at specific housing stock characteristics in the settlement.

<sup>12</sup> As per the Middle Super Output Area (MSOA) North West Leicestershire 002, which covers Kegworth and its surrounding rural area, including a number of smaller villages and hamlets.

Figure 4.1 Population Change by Age – Kegworth\*, North West Leicestershire, East Midlands and England – 2011 to 2021



Source: ONS 2011/2021 Censuses. \*MSOA NWL 002.

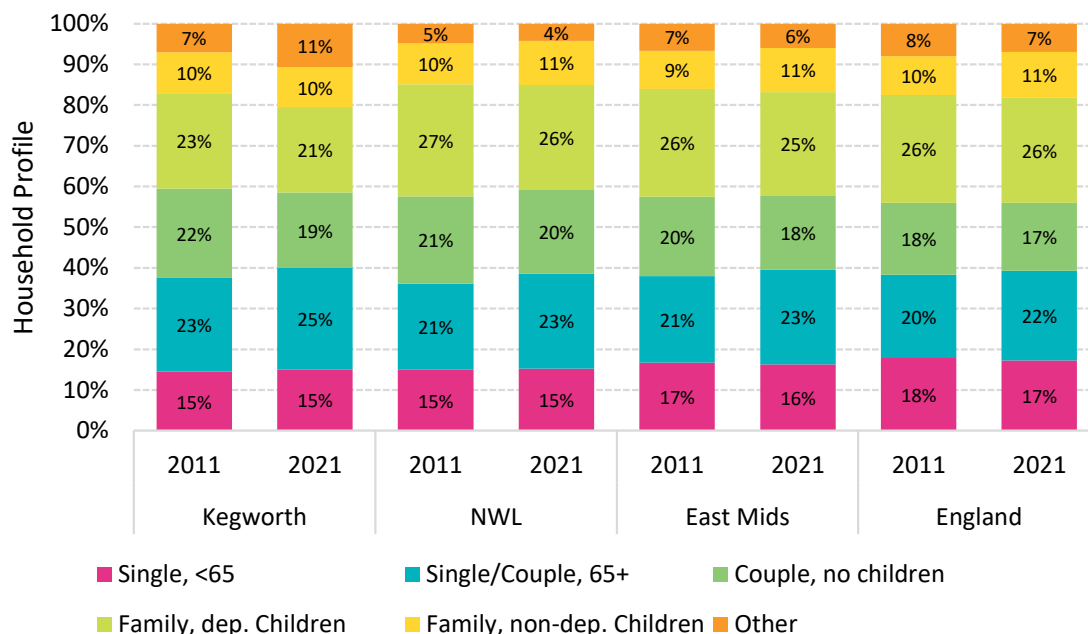
## Households

4.4

These demographic changes are also reflected in the changing household profile within the Kegworth area. Figure 4.2 shows the change in household profile across Kegworth and the comparator areas between 2011 and 2021. It shows that:

- 1 Across all areas, the proportion of single person households under age 65 was broadly stable;
- 2 Across all areas, the proportion of elderly (single or couple) households increased, and this reflects wider ageing trends seen nationally;
- 3 The proportion of households that were couples (either married or cohabiting) with no children decreased across all areas, although this decrease was most significant in Kegworth (where the proportion fell from 22% to 19%);
- 4 The proportion of households that were families with dependent children (either married/cohabiting couples or lone parents) was stable nationally, and declined slightly in the region/district, with the greatest decline seen in Kegworth (from 23% to 21%);
- 5 The proportion of households that were families with non-dependent children (either married/cohabiting couples or lone parents) increased slightly at the national, regional and district level, but was broadly stable in Kegworth; and
- 6 **The proportion of ‘other’ households fell slightly at the national, regional and district level but rose from 7% to 11% in Kegworth.**

Figure 4.2 Household Profile – Kegworth\*, North West Leicestershire, East Midlands and England – 2011 and 2021



Source: ONS 2011/2021 Censuses. \*MSOA NWL 002.

4.5 In absolute terms, the number of couples without children in Kegworth actually declined slightly between 2011 and 2021, as shown in Table 4.2 (from 569 to 548). This is a significant contrast to trends seen across the district, which saw the number of couples without children increase by 10%. The number of families with dependent children increased by only 2% in Kegworth (from 608 to 620); this is lower than the regional and national averages, and significantly lower than the growth of nearly 8% seen across North West Leicestershire. The number of families with non-dependent children increased by just over 10% in Kegworth, compared with increases of 24-25% across the wider comparators.

4.6 Single person households (under 65) have also seen notable growth in Kegworth (from 378 to 446), far outpacing regional and national trends. The most significant growth has been in ‘other’ households, which have increased from 182 in 2011 to 317 in 2021; an increase of 135 or 74%. This is a significant departure from any wider trend.

Table 4.2 Change in Households by Type – Kegworth\* and comparator areas – 2011 to 2021

	Kegworth				NWL	East Mids	England
	2011	2021	Change	Change (%)	Change (%)	Change (%)	Change (%)
Single, <65	378	446	68	18.0%	16.6%	5.1%	2.8%
Single/Couple, 65+	598	736	138	23.1%	27.1%	17.7%	14.0%
Couple, no children	569	548	-21	-3.7%	10.0%	0.2%	0.9%
Family, dep. children	608	620	12	2.0%	7.8%	2.9%	3.5%
Family, non-dep. children	263	290	27	10.3%	23.4%	24.1%	25.4%
Other	182	317	135	74.2%	1.5%	-2.9%	-8.2%
<b>Total</b>	<b>2,598</b>	<b>2,957</b>	<b>359</b>	<b>13.8%</b>	<b>15.0%</b>	<b>7.5%</b>	<b>6.2%</b>

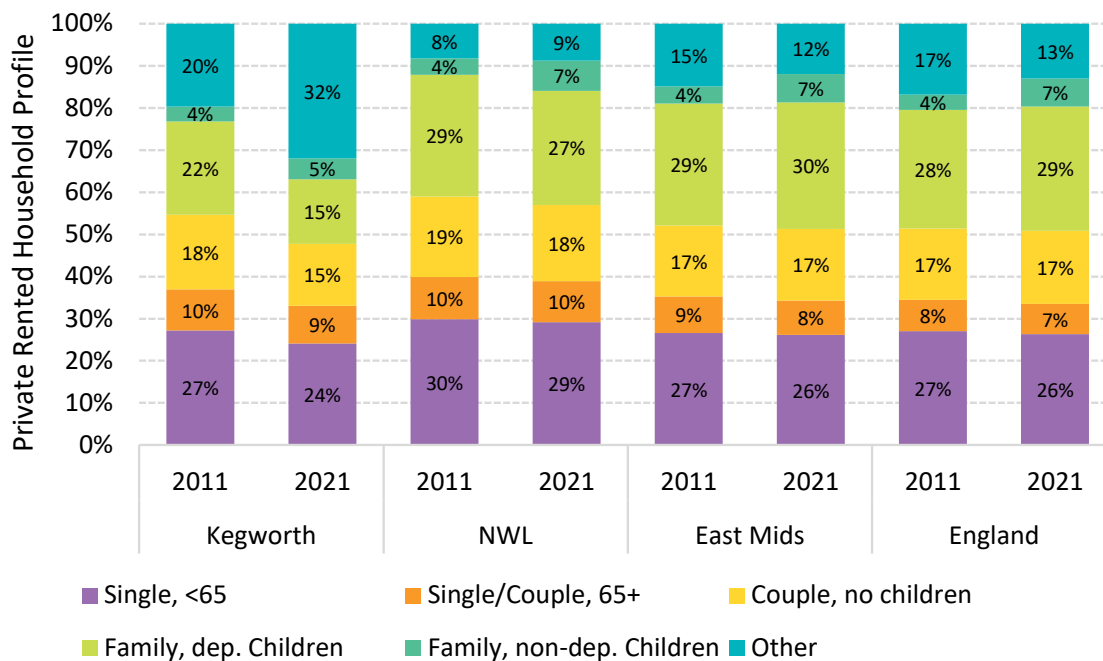
Source: ONS 2011/2021 Censuses. \*MSOA NWL 002.

4.7 **The Kegworth area’s trends in demographic and household profile are even more notable within the private rented sector specifically. As shown in Figure 4.3 below, in 2011 Kegworth’s private rented housing already contained a higher proportion of ‘other’ types of households compared with any wider area – 20% compared with 8% across the district, 15% across the region and 17% nationally.**

4.8 **In the 2011 to 2021 period, the proportion of private rented households that were ‘other’ types of households declined, from 17% to 13%. The region similarly saw a decline, from 15% to 12%. Kegworth however saw the proportion increase significantly, from 20% to 32%. This will have been a significant driver of trends across the district, which saw the percent of ‘other’ households in the private rented sector increase from 8% to 9%.**

4.9 This increase has consequently been associated with a significant reduction in the proportion of couples without children and families with dependent children in the private rented sector (other household types typically followed wider trends). The proportion of private rented households that were couples without children fell from 18% to 15% in Kegworth, and the proportion that were families with children fell from 22% to 15%. These declines were not mirrored across the wider comparator areas.

Figure 4.3 **Private Rented Household Profile – Kegworth\*, North West Leicestershire, East Midlands and England – 2011 and 2021**



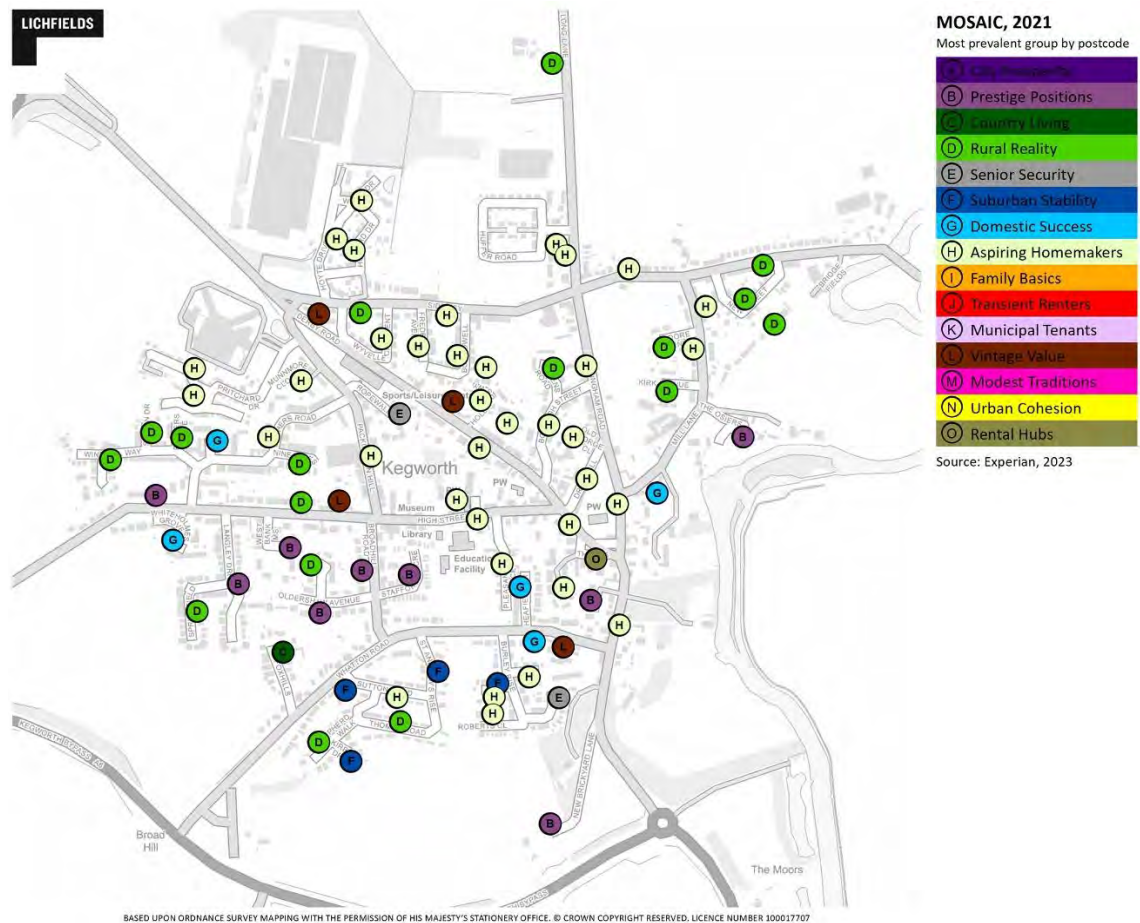
Source: ONS 2011/2021 Censuses. \*MSOA NWL 002.

## Socio-Economics

### Market segmentation

4.10 Experian provides data on socio-demographic market segments. It uses a range of data sources to build up a local profile of the population and the predominant types of individuals and households who live there, putting these into groupings. The predominant market segments in Kegworth are illustrated in the map below.

Figure 4.4 Mosaic Classification - Kegworth



Source: Experian Mosaic 2021

4.11 **The predominant customer segments in Kegworth are ‘Aspiring Homemakers’ – younger households settling down in housing priced within their means - and ‘Rural Reality’ – householders living in inexpensive homes in village communities.** This reflects Kegworth as an area with a predominance of younger, working, households who are seeking (relatively) more affordable means of living. The underlying data also shows a good proportion of **‘Rental hub’ groups in the village; though only as the most prevalent group in one particular postcode area.** This gives a sense of the market segment groups who are attracted to Kegworth and live in the area.

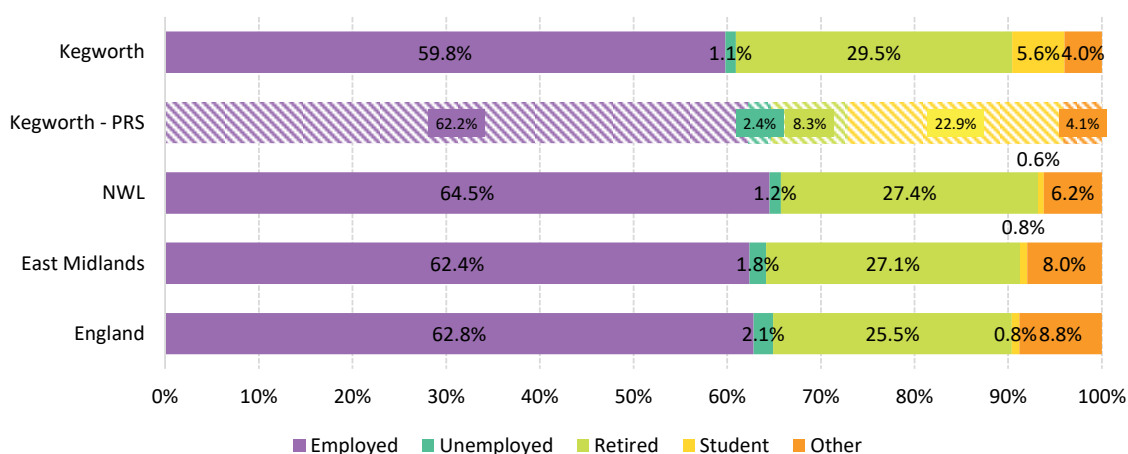
### Students and Economic Activity

4.12 **Kegworth’s socio-economic profile is reflective of its household profile, as shown by the economic activity of households in Figure 4.5.** The proportion of retired households is higher in the Kegworth area than any comparator, reflecting the higher prevalence of over 65 households, as shown above. Similarly, Kegworth has a notably high number of student households – 5.6% - which is significantly higher than any wider averages, where the proportion of student households is typically 0.6% to 0.8%. In reality, the number of student households in Kegworth is slightly more than this, because some students will be economically active (i.e. working) **and will be included under the ‘employed’ category.**



4.13 Looking specifically at the private rented sector within the Kegworth area (PRS, also shown in Figure 4.5) shows that more than 1 in 5 households in Kegworth in the private rented sector comprise of student households (again, a minimum given that some student households are included within the economically active population if they are employed, and that other **sources above from the university and the Council’s tax records suggest this is higher**; 174 student homes in Kegworth would represent closer to 1 in 3 private rented homes). By comparison, the proportion of households which are students across NWL is 3.3%, regionally it is 2.7% and nationally 2.4%.

Figure 4.5 Economic Activity of Household Reference Persons (HRP, households) – Kegworth\*, North West Leicestershire, East Midlands and England – 2021



Source: Census 2021. PRS = Private Rented Sector. \*MSOA NWL 002.

4.14 To put into context how significant this proportion is, there are around 7,300 MSOAs in England and Wales, and Kegworth (MSOA NWL 002) ranks 34<sup>th</sup> in terms of the proportion of privately rented households which are students, i.e. within the top 0.5% of all areas nationally. In other words, Kegworth has a higher proportion of students in the private rented sector than 99.5% of all other parts of England and Wales. Areas with higher proportions of student households than Kegworth are almost exclusively found within large cities or urban areas close to universities including Coventry, Nottingham, Birmingham, Leeds, Norwich, Cardiff, Sheffield, Liverpool, Oxford, Bath, Loughborough and inner London. Even looking at the top 5% of MSOAs nationally, students comprise only 6% of all privately renting households, and in the top 10% this is only 3%.

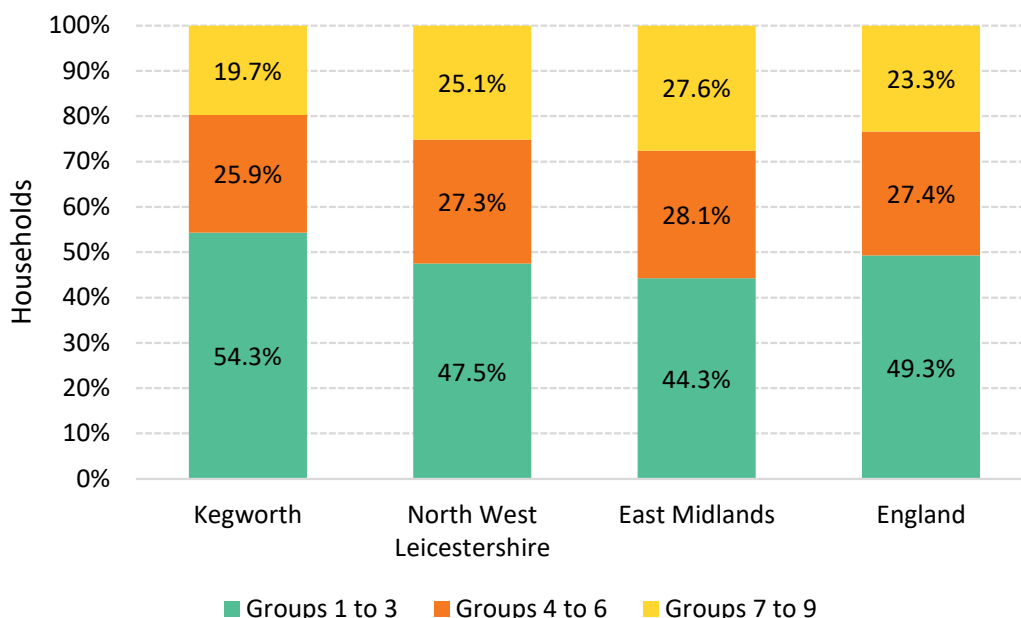
### Occupation

4.15 **Looking at Kegworth’s occupation profile shows that the jobs of residents reflect the spatial context**, close to a number a key employment centres (including the University of Nottingham Campus, East Midlands Airport and the cities of Nottingham, Derby and Leicester). Over half - 54.3% - of all households in Kegworth are in occupations comprising managerial and professional occupations (occupational groups 1-3 such as directors, medical practitioners, teachers, government officers); higher than any comparator area as shown in Figure 4.6.

4.16 A lower than average proportion of households are in administrative/secretarial, skilled trades and caring/leisure/service occupations (groups 4-6); 25.9% compared with c.27-28%

more widely. Similarly a lower proportion are in sales/customer service occupations, process, plant and machine operatives and elementary occupations (groups 7 to 9, such as cleaners, labourers, waiters/waitresses, etc); 19.7% compared with c.23-27% more widely.

Figure 4.6 Occupation – Household Reference Persons (HRP, households) – Kegworth, North West Leicestershire, East Midlands and England – 2021



Source: Census 2021. Refers to household reference persons (HRPs) who were employed in the week before the Census, and therefore excludes unemployed, students, economically inactive, etc.

### Commuting

4.17 At the time of the 2011 Census there were c.3,000 working residents in the Kegworth area. 66% (two-thirds) travelled to work outside of the area, and 11% worked in Kegworth. 15% worked mainly at or from home and a further 7% had no fixed place of work.

Table 4.3 Commuting patterns of Kegworth\* residents - 2011

	Number of Kegworth residents (2011)	Proportion
Working in Kegworth	334	11%
Travelling to work elsewhere	1,993	66%
Mainly work at or from home	445	15%
No fixed place	221	7%
Offshore / Outside UK	12	0.4%
<b>Total</b>	<b>3,005</b>	~

Source: Census 2011. \*MSOA NWL 002. May not sum due to rounding.

4.18 Of those residents who travelled to work outside of Kegworth, the most common area to commute to was the neighbouring area to the west (NWL 001) which covers the area of East Midlands Airport and Donington Park, where 10% of all out-commuters worked. Other areas include to the northern edge of Loughborough (where the university and business parks are located), the neighbouring area to the east (which contains the University of

Nottingham campus) and Loughborough city centre (which includes the hospital).

Table 4.4 Top 4 out-commuting destinations – Kegworth residents – 2011

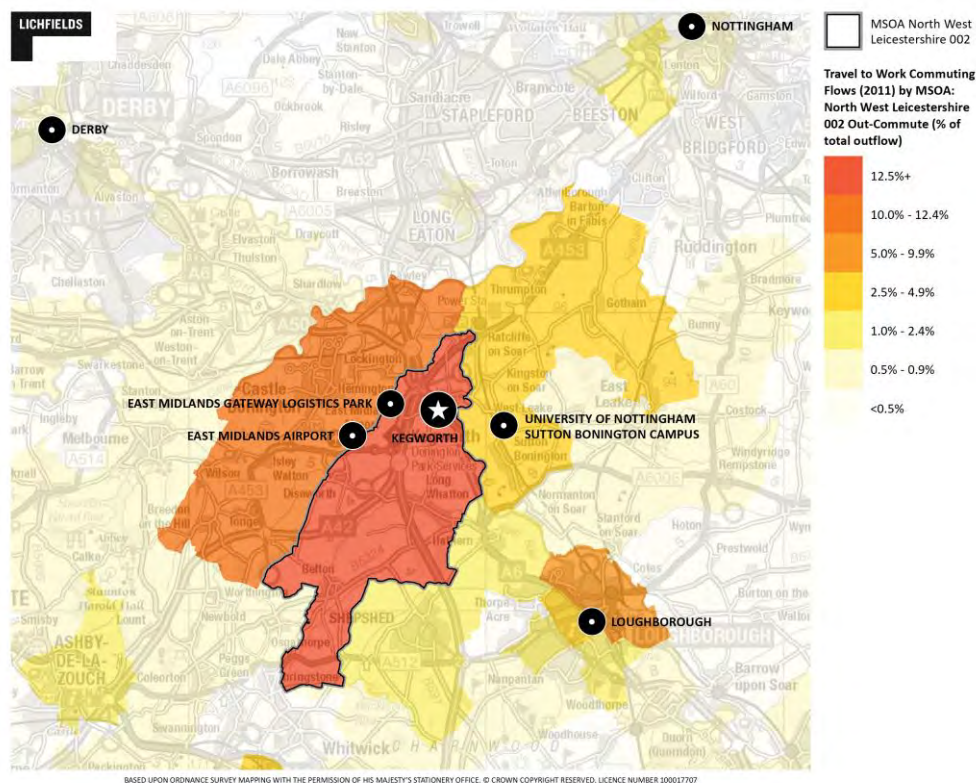
Area (MSOA)	Location/Major employers	Number of out-commuters	Proportion
North West Leicestershire 001	East Midlands Airport*, Donington Park Circuit	240	10.3%
Charnwood 002	Loughborough University, Falcon Business Park	192	8.3%
Rushcliffe 014	University of Nottingham Sutton Bonington Campus	110	4.7%
Charnwood 003	Loughborough City Centre including Loughborough Hospital	84	3.6%

Source: Lichfields analysis of 2011 Census. \*N.B. this MSAO also covers East Midlands Gateway Logistics Park, which will likely comprise a number of current out-commuters from Kegworth however this did not exist at the time of the 2011 Census and therefore most commuters to this area will be associated with the airport.

4.19

The below illustrates these links, demonstrating how the majority of people living in Kegworth and travelling/commuting to work do so locally, with either Kegworth itself or East Midlands Airport the main destinations for workers living in Kegworth in 2011 (and before the growth at East Midlands Gateway). Loughborough is also a key destination, although there are destinations more widely across Nottingham, Derby and Leicestershire, **reflecting Kegworth’s excellent road links.**

Figure 4.7 Travel to Work commuting flows for those living within the Kegworth Area.



Source :Census 2011

- 4.20 Although commuting information is not yet available from the 2021 Census, with the development of the East Midlands Gateway Logistics Park and various developments/expansions at the airport and university campus taking place since 2011 it would be reasonable to assume that Kegworth has become an even more important location in terms of catering to those working in the immediately surrounding area, with an even greater proportion of its residents now likely commuting to these areas.

## Housing Market

### Rental Market

- 4.21 The private rented market makes up a significant part of the housing market within Kegworth. As was noted in the North West Leicestershire District Council Local Housing Need Assessment (based on Census 2001 data), Kegworth has a much greater proportion of households in private rented tenures than the district as a whole. More recent Census 2021 data also points to this dynamic, with the settlement of Kegworth having 27.0% of households in private rented accommodation. This is much higher than the district position where 13.6% of households are private renters, and also is significantly higher than the county, regional and England-wide proportion of private renters. This demonstrates the popularity and demand for private rented tenures in Kegworth, and further supports the anecdotal and statistical evidence which underpinned the Article 4 direction.

Table 4.5 Households by Tenure - Comparison (2021)

	Kegworth	NWL	Leicestershire	East Midlands	England
Owens outright	603	16,599	116,299	722,183	7,624,693
Owens with mortgage/loan	532	16,169	104,492	629,209	6,980,323
Social rented	196	6,089	31,008	303,029	4,005,663
Private rented	493	6,074	44,396	380,046	4,794,889
Rent free	2	43	213	2,865	30,517
Total	1,826	44,974	296,408	2,037,332	23,436,085
% private rented	27.0%	13.5%	15.0%	18.7%	20.5%

Source: Census 2021

- 4.22 The proportion of households private renting, and therefore stock of homes being rented out, in Kegworth village has also been increasing significantly over the past 30 years. In 1991, Census data showed private renting stood at around 9% in 1991 remaining broadly constant at 9% in 2001, before significantly increasing to 19% in 2011 and now 27% in 2021. Over that time the proportion of owner occupation has decreased, as has social renting. This rise in private renting in Kegworth, whilst mirroring wider trends, has significantly outpaced the growth in the private rented sector seen at the national level.

Table 4.6 Private Renting in Kegworth 1991-2021 (Census)

	1991*	2001	2011	2021
Owens outright	403	469	544	603
Owens with mortgage/loan	776	629	521	532
Social rented	213	163	141	196
Private rented/rent free	139	127	285	493
Rent free/other	..	34	27	2
Total	1,531	1,422	1,518	1,826
% private rented	9.1%	8.9%	18.8%	27.0%

Source: Census 1991, Census 2001, Census 2011 &amp; Census 2021 \*Statistical Geography for 1991 'Kegworth' is marginally different to 2001-2021 where relevant census output areas for Kegworth are used.

- 4.23 Combined with the information that underpinned the Kegworth Article 4 direction, it would be reasonable to attribute the recent growth in private renting in Kegworth both to the employment growth and change in the area (e.g. as associated with the airport) as well as the growth in activity and students at the Sutton Bonington Campus (e.g. the Veterinary School opening in 2006 and a new Student Amenities building in 2014). These long term trends in tenure change in Kegworth outstrip the level of housing growth seen in the village, suggesting that many of the private rented homes are ones that were previously in other tenures. As above, around 1/3<sup>rd</sup> of rented homes in Kegworth are occupied by student households.

### Prices

- 4.24 Over the past year prices within the private rental market across the country have been increasing significantly, with fewer properties on the market and greatly increased demand for rental properties. This national trend has been widely publicised during early 2023.<sup>13</sup>

<sup>13</sup> See for example: <https://www.bbc.co.uk/news/business-65090846>

Data from Zoopla<sup>14</sup>, indicates rents in North West Leicestershire increased 22% between Jan-2020 and Jan-2023, with these increasing 7.4% in the last 12-months to an average of £785 per calendar month. Whilst recent price growth is lower than the national (UK) average of 11.1%, reflecting the nature of the market in North West Leicestershire, it places the district in the middle third (238<sup>th</sup> out of 377<sup>th</sup>) in terms of local authority area price rises, showing it is facing similar pressures as areas across the country.

4.25 To consider local rents within Kegworth, we have undertaken a review of homes to let in Kegworth and other main settlements in North West Leicestershire district (Coalville/Whitwick, Ashby-De-La-Zouch and Measham) as at April 2023 using property websites Zoopla and Rightmove. These represent asking prices, but are still considered **useful to get a comparison of where Kegworth’s rental market is different to the rest of the District on a consistent basis.** Table 4.7 provides a comparison of rental prices within **Kegworth and the districts other main towns, also setting these against ONS’ district level data available to September 2022** (albeit noting that between 2022 and 2023 prices will have continued to rise).

Table 4.7 Comparison of Rental Prices within Kegworth and across North West Leicestershire

	Sample	Room	Studio	1-bed	2-bed	3-bed	4-bed
Kegworth	9	£409	£635	..	..	£1,173	£1,568
Coalville/Whitwick	16	£495	..	£550	£695	£874	..
Ashby-De-La-Zouch	13	..	..	£648	£767	£943	£1,450
Measham	9	..	..	..	£674	£1,013	£1,100
<b>NWL (Sept 2022) - ONS</b>	<b>n/a</b>	<b>..</b>	<b>..</b>	<b>£508</b>	<b>£627</b>	<b>£760</b>	<b>£1,082</b>

Source: Rental Asking Prices April 2023 Rightmove & Zoopla (Sample: 47 properties), District Rental Prices ONS Sept 2022.

4.26 This data on rental asking prices, and our research using these property websites, indicates several local trends for the private rented sector in Kegworth:

- 1 Rental prices in Kegworth are generally higher than the other main towns in North West Leicestershire, with both 3-bed and 4-bed rental prices seemingly 10%+ more expensive than other areas locally.
- 2 The types of home available in Kegworth to rent are almost exclusively larger properties (3 or 4-bed), but with also some individual rooms available to let in student homes (with 3+ beds in total within the property). In relative terms, there appears to be a gap in smaller properties to rent (e.g. as might be needed by younger individuals/couples in local employment).
- 3 Collectively student room rates for a property add-up to exceed the equivalent rate for the overall house, meaning more rental income can be achieved by landlords via HMOs than renting as a family homes, which appears to be driving lettings behaviours in Kegworth. Indeed, the letting advert for one 4-bed student houseshare listed a key feature as *“recently a family home, so very well maintained”* indicating that trends towards family homes shifting to HMO/student lets in Kegworth is continuing (and further validating some of the anecdotal evidence that informed the Article 4 direction process);

<sup>14</sup> BBC / Zoopla - Rent prices: How much have they gone up in your area? <https://www.bbc.co.uk/news/business-65103937>

4 That Kegworth has a larger private rented sector, with much greater relative levels of demand (as highlighted by higher prices) than other parts of the district. Despite Ashby-De-La-Zouch and Coalville being much bigger towns, they proportionately have smaller private rented sector markets that do not appear to be under as much strain.

4.27 Overall, the market evidence in Kegworth illustrates a strong need and demand for private rented homes. The private rented sector is a significant part of the local housing market, having seen sustained and significant growth, reflecting the pressures placed on the local housing market by high levels of employment growth in the area and the student population at the nearby university campus. These trends validate earlier evidence on the housing pressures faced by Kegworth and which look set to continue.

## Summary

4.28 Kegworth has seen significant demographic and socio-economic change in recent years, significantly diverting from wider trends across a range of indicators. It has seen significant growth in its younger adult population and other/student households, particularly within **the private rented sector. Indeed, the proportion of student households in Kegworth's** private rented sector means the area now ranks in the top 0.5% nationally, on par with many inner city university locations.

4.29 At the same time as Kegworth is becoming increasingly popular with students, it plays an important role in catering to workers, being in close proximity to a number of major employers, including the airport, logistics park, university campus and other major urban centres including Loughborough (and its university, business parks and hospital). With future growth at these various employers in the future Kegworth will inevitably play an even **greater role in catering to workers' housing needs. The combination** of pressures from students and surrounding employment areas have played a significant part in the changing nature of private rented market in Kegworth in recent years.

## 5.0 **Build-to-Rent Need in Kegworth**

5.1 This section explores the potential consequences (in terms of tenure and household change) **for Kegworth under a ‘do nothing’ scenario, quantifies the potential scale of private rented need over the next 10 years and discusses the role of the private rented sector more generally.**

5.2 **For the purposes of this section, ‘Kegworth’ refers to the Middle Super Output Area (MSOA) North West Leicestershire 002, which covers Kegworth and its surrounding rural area including a number of smaller villages and hamlets; this is because the underlying data required for this assessment (e.g. tenure by household composition) is not available down to Output Area level. Figures in this section for ‘Kegworth’ therefore may differ to those in Section 4.0.**

### **Meeting a quantitative need for private rent**

#### **What might happen under a ‘do nothing’ scenario?**

5.3 The Local Plan allocates four sites within Kegworth for housing growth. H1l Long Lane (188 homes) is under construction by Crest Nicholson and now over half built. H1k Ashby Road (110 homes) and H1m Derby Road (150 homes) are both subject to uncertainty as they are affected by the potential route of HS2 and associated safeguarding; therefore they are both not currently assumed to be coming forward by the Council within the housing land supply. **Caddick Development’s site H3d (110 homes) is the remaining allocation, but with associated triggers around Hs2 route confirmations. Therefore, the baseline ‘do nothing’ scenario is that Kegworth is unlikely to see any substantive further housing growth in the short term, beyond the completion of Crest Nicholson’s scheme.**

5.4 This means that any future increase in need or demand for private rented sector homes in Kegworth is likely going to involve owner occupied family homes switching tenure, and any increase in demand for HMO/student type properties is likely going to involve owner occupied and/or family homes for rent being converted and lost to the villages own needs.

5.5 Without any further new housing in Kegworth, the continued growth of the private rented sector would significantly affect the availability of owner-occupier housing, and consequently affect the ability of couples and families in particular to remain living in Kegworth.

5.6 Over the last 10 years, the number of private rented households<sup>15</sup> in the wider Kegworth area has increased from 431 to 650; an increase of 219 (or 22 per year). Over the same period, the number of owner-occupier homes has increased, although this has been almost entirely due to increases in those owning outright (as associated with an ageing population, in line with national trends). The number of households owning with a mortgage or loan (typically younger households and families) has actually decreased in this time.

5.7 If the private rented sector continued to grow at this rate in the Kegworth area, by 2031 we would expect there to be 869 privately rented households as shown in Table 5.1 below. It would be reasonable to assume that this growth does not come at the expense of shared

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<sup>15</sup> Excluding ‘Lives rent free’



ownership or social rented properties, since these tenures operate outside of the open market, and that there is no change in the number of rent free properties which has already declined to near-zero levels in the last decade. As a consequence, the number of owner-occupied homes would be expected to decline by 219, as shown in Table 5.1.

Table 5.1 Projected Tenure Change for Kegworth under a 'do nothing' housing scenario – 2021 to 2031

	Tenure 2011	Tenure 2021	Change	Projected - 2031	Change - 2021 to 2031
<b>Projected, based on past trends</b>					
Private Rented	431	650	219	869	219
<b>Assumed to be held constant (i.e. no decline)</b>					
Shared Own.	19	24	5	24	0
Social Rented	243	288	45	288	0
Rent Free	43	5	-38	5	0
<b>Consequent reduction in...</b>					
Owned	1,862	1,992	130	1,773	-219
<b>Total</b>	<b>2,598</b>	<b>2,959</b>	<b>361</b>	<b>2,959</b>	<b>0</b>

Source: Lichfields analysis of 2011 and 2021 Censuses

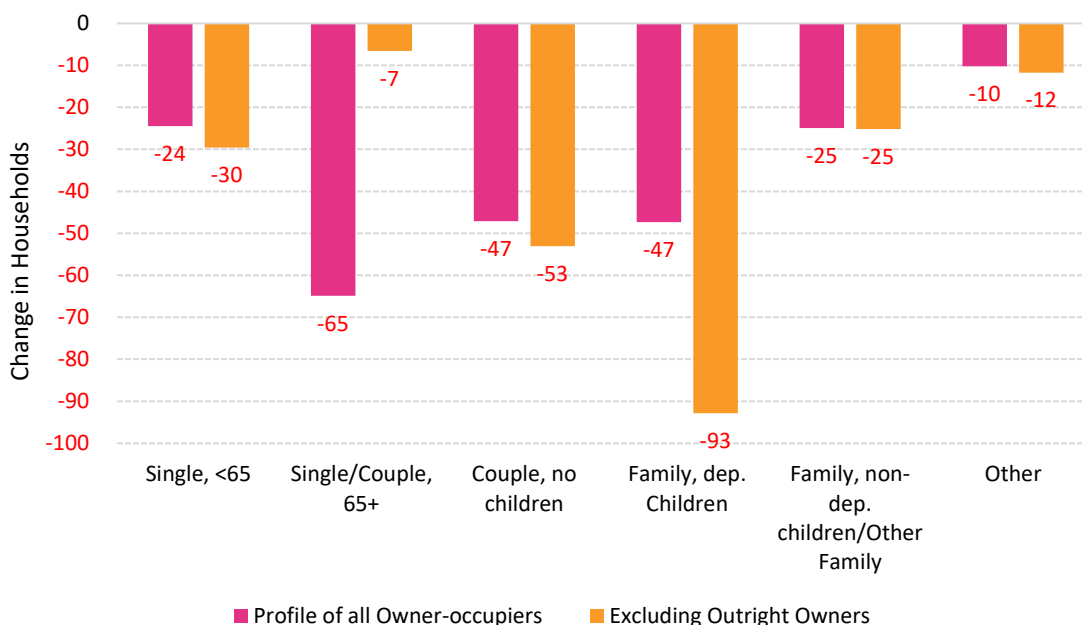
- 5.8 Based on the household profile of owner-occupiers, we can estimate the types of households **that would be most affected by being 'squeezed' out of the market in the event of continued** growth in the private rented sector, if there were no further housing growth in Kegworth.
- 5.9 If we assume that all owner-occupiers would be affected by this squeeze (i.e. those who own outright and those who own with a mortgage/loan), we would expect the number of couples and families in Kegworth to decline by 119, representing just over half of all the decline, as shown in Table 5.2 and Figure 5.1. Elderly households would account for nearly a third of the decline.
- 5.10 However, it would be reasonable to assume that growth in the private rented sector would disproportionately affect households who own their home with a mortgage or loan, and to a lesser degree (or even to no degree) those who own their home outright. This is because activity in the housing market typically declines with age and elderly households are more likely to live in their home for longer, have a relatively small/no mortgage and therefore are less affected by the declining availability of housing for purchase. Couples, families and young single people however are more active in the housing market, and include first-time buyers and upsizers who are looking to move on a more regular basis, and are consequently more likely to be affected by the declining availability of homes for purchase.
- 5.11 If this is the case, the owner-occupier households affected by growth in the private rented sector would be far more skewed towards couples and families, which would be expected to decline by 171 as shown in Table 5.4 and Figure 5.1. The impact on families with dependent children nearly doubles, with the decline increasing to 93. Single people (under 65) would also be affected slightly more, with the effect on elderly households being very limited.

Table 5.2 Projected decline in owner-occupier households for Kegworth under a ‘do nothing’ scenario – 2021-31

	All Owner-occupiers		Own with mortgage/loan	
	Profile (2021 Census)	Number of households lost	Profile (2021 Census)	Number of households lost
<b>Single, &lt;65</b>	<b>11%</b>	<b>-24</b>	<b>14%</b>	<b>-30</b>
<b>Elderly</b>	<b>30%</b>	<b>-65</b>	<b>3%</b>	<b>-7</b>
Couple, no children	22%	-47	24%	-53
Family, dep. Children	22%	-47	42%	-93
Family, non-dep. children/Other Family	11%	-25	11%	-25
<b>All couples/families</b>	<b>55%</b>	<b>-119</b>	<b>78%</b>	<b>-171</b>
<b>Other</b>	<b>5%</b>	<b>-10</b>	<b>5%</b>	<b>-12</b>
<b>Total</b>	<b>100%</b>	<b>-219</b>	<b>100%</b>	<b>-219</b>

Source: Lichfields based on 2021 Census and Table 5.1 above.

Figure 5.1 Projected decline in owner-occupier households for Kegworth under a ‘do nothing’ housing scenario – 2021-31



Source: Lichfields based on 2021 Census and Table 5.1 above

5.12 This analysis corroborates the anecdotal evidence locally that growth in the private rented sector has seen family homes becoming rental properties let by landlords to students (and to a lesser degree workers) as HMOs. Without further housing growth, and specifically private rented growth, in Kegworth, this continued trend would have real and quantifiable impacts on the abilities of families to access housing in Kegworth, further exacerbating trends that have been seen in the last decade.

5.13 On a simple basis, if the PRS demand continues to grow in Kegworth at 22 properties per annum, this would represent a need for 220 new private rented homes over the next 10-years, if the status-quo is to be maintained amongst other tenures within the market. Alongside this, we have looked at various other approaches.

What might the future scale of housing need and private rented need be?

5.14 The need for private rented accommodation can be assessed based on projected levels household growth (by type) and applying assumptions to that growth about the tenure of those households. This has been undertaken for a number of future scenarios as described below.

Scenario 1: Addressing future household growth

5.15 For the purposes of this scenario, household growth for Kegworth has been projected based on its profile at the time of the 2021 Census, with growth rates (by type) for North West Leicestershire from the ONS 2018-based Household Projections applied. This gives an assessment of how Kegworth might grow in the future if it followed district-wide trends from now on.

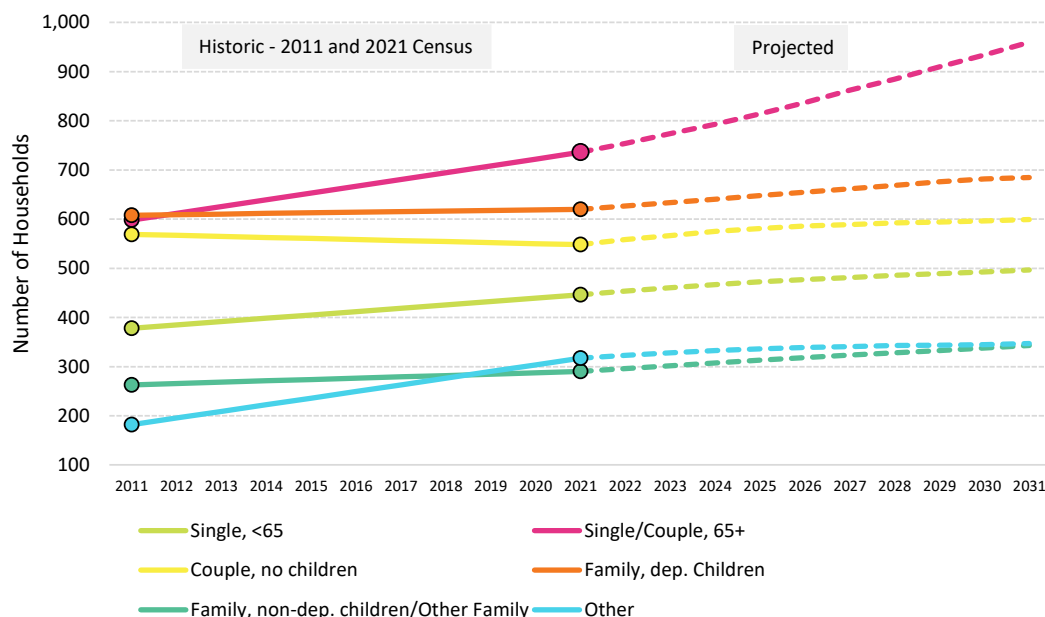
5.16 The household profile of Kegworth in 2021 is shown in Table 5.3; this shows there were 2,957 households in Kegworth at the time. If each type grew in line with projected at the district level, we would expect the total number of households in Kegworth to grow by 474, to 3,431 by 2031. In line with wider trends of ageing, households over age 65 would see the most significant growth (+224), however there would still be growth in the number of families with children (+65), families with non-dependent children (+53) and couples (under 65) (+51). This is also shown in Figure 5.2.

Table 5.3 Projected Household Growth by Type for Kegworth (MSOA) – 2021 to 2031

	2021 (Census)	2031 (Projected)	Change
Single, <65	446	497	51
Single/Couple, 65+	736	960	224
Couple, no children	548	599	51
Family, dep. Children	620	685	65
Family, non-dep. children/Other Family	290	343	53
Other	317	347	30
<b>Total</b>	<b>2,957*</b>	<b>3,431</b>	<b>474</b>

Source: Lichfields analysis of 2021 Census and ONS 2018-based Household Projections. Household Projections have been grouped on a best-fit basis to the categories in the 2021 Census as categories do not match precisely. \*Total differs marginally to 2,598 quoted above as the Census swaps/amends counts of some datasets at lower geographies to protect against disclosure of personal information.

Figure 5.2 Historic and Projected Household Change by Type for Kegworth – Scenario 1



Source: Lichfields analysis of 2011 and 2021 Censuses and ONS 2018-based Household Projections

5.17 The tenure profile of each household type in Kegworth based on the 2021 Census is shown in Table 5.4. Assuming households continue to occupy housing in the future in the same way they do now (for example, assuming that 16% of families with dependent children live in the private rented sector), these tenure profiles have been applied to the projected change (as derived above in Table 5.4) to estimate future need by tenure. This suggests that there would be a need for 81 privately rented homes in Kegworth over the next 10 years. These would be across a mix of types ranging from single person households, older households, families and other households.

Table 5.4 Current Tenure Profile and Projected Need for Kegworth – Owner-occupier (OO), Private Rented (PR) and Affordable Rent (AR) – Scenario 1

	Tenure (2021 Census)			Projected Change	Tenure Profile		
	OO	PR	AR		OO	PR	AR
Single, <65	50%	35%	14%	51	26	18	7
Single/Couple, 65+	81%	8%	11%	224	181	18	25
Couple, no children	79%	18%	3%	51	41	9	2
Family, dep. Children	70%	16%	14%	65	45	11	9
Family, non-dep. children/Other Family	79%	11%	10%	53	42	6	5
Other	30%	66%	4%	30	9	20	1
<b>Total</b>	~	~	~	<b>474</b>	<b>344</b>	<b>81</b>	<b>49</b>

Source: Lichfields analysis of 2021 Census and ONS 2018-based Household Projections.

Scenario 2: Addressing historic backlog and future change

5.18 Section 4.0 established that despite having an overall household profile broadly similar to that of wider comparators in 2011, Kegworth’s household profile has followed different trends in the period to 2021 and is now significant different to that of any wider comparators, with particularly growth in the proportion of ‘other’ households. In addition,

the number of couples declined, despite seeing growth across the district, and growth in the number of families was notably lower than any wider comparator.

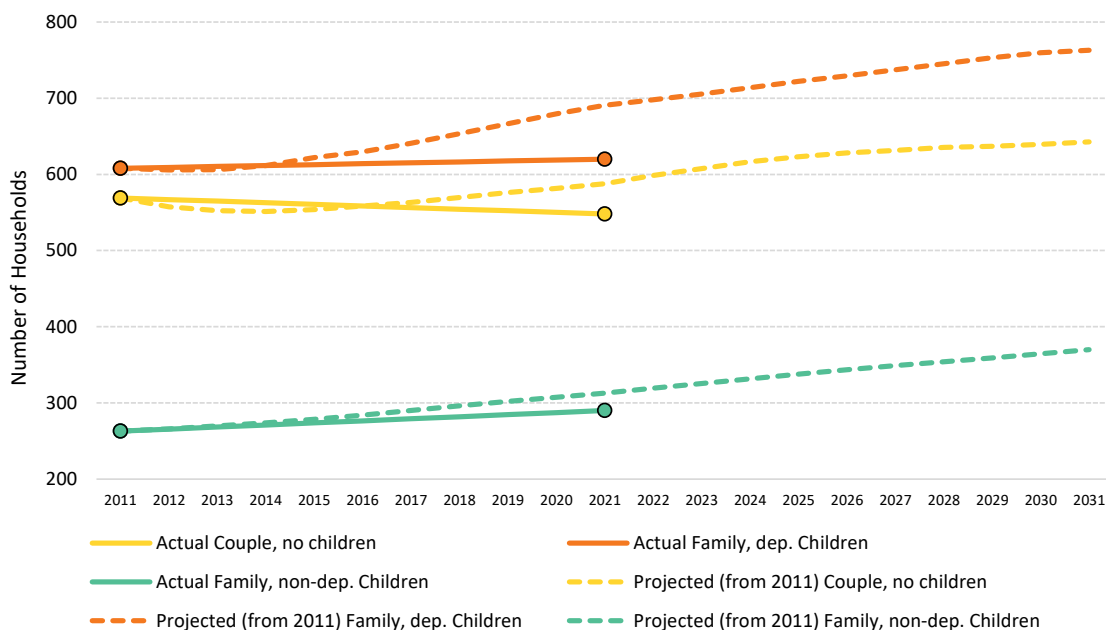
- 5.19 **On this basis, Scenario 2 seeks to assess the tenure requirements based on ‘making good’** historic backlog/decline related to couples (with no children), families with dependent children and families with non-dependent children, i.e. all the household types which, in Kegworth, have fallen behind wider trends (at the district, region and or national level) over the last decade.
- 5.20 In 2011 in Kegworth, these three household types comprised 1,440 households (55% of the total). Had they followed trends seen across North West Leicestershire, there would have been 1,591 of these types of households by 2021, and if they continued following these trends there would be 1,776 by 2031; growth of 336 across the 2011 to 2031 period, as shown in Table 5.5. Between 2011 and 2021 however the number of these household types **actually only grew by 18, meaning that to ‘make good’ backlog dating back to 2011 by 2031** the number of these households would need to increase by 318. This is shown in Table 5.5 and Figure 5.3.
- 5.21 Applying the current tenure profile by household type to these three household types suggests a need for 49 private rented homes, as shown in Table 5.5. If the tenure profile of the remaining households (single, over 65 and other) from Scenario 1 is added to this total, there would be a need for 104 private rented homes in Kegworth over the next 10 years, as shown in Table 5.5.

Table 5.5 Projected Need for Kegworth – Scenario 2

	Kegworth Households			Projected Change (2011-31)	Actual Change 2011-21	Difference	Tenure Profile			
	2011 (Census)	2021 (Projected)	2031 (Projected)				OO	PR	AR	
Couple, no children	569	588	643	74	-21	95	75	17	3	
Family, dep. Children	608	691	763	155	12	143	100	23	19	
Family, non-dep. Children	263	313	370	107	27	80	63	9	8	
<b>Total</b>	<b>1,440</b>	<b>1,591</b>	<b>1,776</b>	<b>336</b>	<b>18</b>	<b>318</b>	<b>238</b>	<b>49</b>	<b>31</b>	
<b>Tenure needs of other households (from Scenario 1)</b>										
Single, <65	~							26	18	7
Single/Couple, 65+								181	18	25
Other								9	20	1
<b>Grand Total</b>								<b>454</b>	<b>104</b>	<b>64</b>
							<b>622 (318 + 305)</b>			

Source: Lichfields analysis of 2021 Census and ONS 2018-based Household Projections

Figure 5.3 Historic and Projected Household Change by Type for Kegworth – Scenario 2



Source: Lichfields analysis of 2021 Census and ONS 2018-based Household Projections

Scenario 3: Addressing historic backlog and future change, with continued **growth in ‘other’ households**

- 5.22 **Scenarios 1 and 2 assume that growth in ‘other’ households changes in line with the district average from 2021 onwards; on this basis the number of ‘other’ household types in Kegworth would increase by 30 over the next 10 years (2021-31) as shown above in Table 5.4 and Table 5.5. However, over the last 10 years growth in ‘other’ households has significantly outpaced wider averages, and if this trend continues there would be an even greater need for housing – and private rented housing – than shown in Scenarios 1 and 2 above. Given Kegworth’s geographical context, which has been explored earlier in this report, it would be reasonable to assume that in the future growth in ‘other’ households will continue to outpace wider averages, creating additional demand for housing, particularly in the private rented sector.**
- 5.23 **If the number of ‘other’ household types in Kegworth continued to grow at the rate seen between 2011 and 2021 we would expect the number to grow by 135 households over the next decade. This is substantially more than the growth of 30 households anticipated under Scenarios 1 and 2, were growth in ‘other’ household types in line with the district average in the future.**
- 5.24 **Applying tenure occupancy patterns to this growth suggests a need for 89 privately rented households catering to the needs of ‘other’ households under this scenario, and combining it with growth across other household types from Scenario 2 suggests a total need for 174 privately rented homes in Kegworth over the next 10 years as shown in Table 5.6.**

Table 5.6 Projected Need for Kegworth – Scenario 3

	Tenure Profile		
	OO	PR	AR
<b>From Scenario 3</b>			
Other	40	89	6
<b>From Scenario 2</b>			
Couple, no children	75	17	3
Family, dep. Children	100	23	19
Family, non-dep. Children	63	9	8
Single, <65	26	18	7
Single/Couple, 65+	181	18	25
<b>Total</b>	<b>486</b>	<b>174</b>	<b>68</b>

Source: Lichfields analysis of 2021 Census and ONS 2018-based Household Projections

- 5.25 This suggests that, to meet anticipated household growth and tenure needs over the next 10 years Kegworth is estimated to need – as a minimum - in the range of 81 to 174 privately rented homes. It should be noted that this level of need is based on household growth only – i.e. it does not factor in any uplift for affordability (as required at the district level<sup>16</sup>) or any additional housing growth that might be required in response to economic growth, affordable housing need, or other factors – and therefore should be seen as a minimum. Based purely on the last 10-years of PRS growth in Kegworth, an upper estimate of demand would be an additional 220 private rented homes.

## The role of the private rented sector

- 5.26 According to latest official figures, entry-level house prices in Kegworth and the surrounding area<sup>17</sup> are currently £197,000. The EHS consistently shows that first-time buyers typically have a deposit of 15%, meaning a first-time buyer in Kegworth would be expected to have a £29,550 deposit (and a mortgage for the remaining £167,450). In addition, buyers would require money for legal fees, moving costs and surveys, bringing the total costs to c.£32,000<sup>18</sup>. This is before the costs of decorating and furnishings, in the region of c.£5,500<sup>19</sup>. This brings the total upfront cost of entry into the market in Kegworth to around £37,500. This is likely to be a minimum however, with a review of properties recently sold in Kegworth suggesting that homes obtainable for this price are typically limited to smaller homes (2-bed or small 3-bed homes) and/or are in need of significant modernisation. The cost of a reasonably sized 3-bed home (i.e. suitable for a family) in decent condition is significantly in excess of £200,000.
- 5.27 Whilst the private rented sector is typically thought of as catering to those in need of accommodation for the short term (with assured shorthold tenancies typically being 6-12 months, or on a rolling weekly/monthly basis), the English Housing Survey shows that on average private renters were living in their current accommodation for just over 4 years. In

<sup>16</sup> In line with the standard method for local housing need, as set out within Planning Practice Guidance.

<sup>17</sup> Based on ONS House Price Statistics for Small Areas – MSOA North West Leicestershire 002 for the year to September 2022. This MSOA covers Kegworth and its surrounding rural area, including a number of small villages/hamlets.

<sup>18</sup> Based on 'Which' estimate of moving costs for first-time buyers at c.£2,200. This includes legal fees, survey and removals, and assumes no estate agent fees and no stamp duty.

<sup>19</sup> Research carried out by OnePoll on behalf of Barratt Homes, August 2014, adjusted for inflation to current prices.

terms of overall time in the sector, one-third of private renters had been in the sector for 10 or more years. This illustrates the role that private rented housing in providing a medium to longer term housing option to a significant proportion of households.

5.28 The private rented sector also forms an increasingly important element of the housing market catering to those who:

- 1 Prefer the flexibility and lifestyle afforded by rented accommodation (rather than ownership). The English Housing Survey (EHS) shows that 80% of renters are happy with their current accommodation and 63% were satisfied with their tenure. Of the one-third of renters who do not expect to buy a home in the future, reasons included that renters like where they currently live, prefer the flexibility of renting and did not want the commitment of owning;

This is particularly important for Kegworth, with the variety of major employers in the surrounding area which the village caters for. These employers – the airport, logistics park, university campus, and other nearby employers (e.g. in Loughborough, Nottingham or Derby) will rely on a proportion of workers who might require accommodation for only a short to medium timeframe, who might rent locally whilst having a permanent home elsewhere, who might work on a flexible or ad-hoc basis, who may have no fixed place of work or who may be unsure whether they want to relocate to the area permanently. It is reasonable to expect these workers to prefer rented accommodation rather than make the significant upfront investment in the region of c.£38,000 to buy a home in Kegworth.

- 2 Are actively in the process of saving to buy a home. The EHS shows that two-thirds of renters expect to buy a home at some point in the future, and the private rented sector plays an important role in meeting housing needs until that time whilst households build up savings and are able to obtain a mortgage;

With the cost of entry into the market in Kegworth at least £38,000, it is crucial that there is a readily available stock of privately rented housing which allows for people to save this money, and that the cost of renting is not so prohibitively expensive as to affect the ability of renters to save for ownership in the future.

- 3 Are unlikely to ever be able to afford to move into ownership (either because they do not have the deposit needed, or the monthly income to cover a mortgage and maintenance, or both). The EHS notes that of those renters who do not expect to buy in the future, reasons included not having a secure job (and so presumably having difficulty saving for a deposit and/or obtaining a mortgage).

With [at least] £38,000 required simply to enter the market in Kegworth, and the ongoing costs associated with home ownership (estimated to be £1,120 per month<sup>20</sup>) which include a number of costs which do not apply to renters (for example maintenance and insurance, and the prospect of future stamp duty, legal fees and disposal fees upon moving) there will be a number of households for whom home ownership is not a feasible option at any point in the future, but who are not eligible for affordable rented housing. For these households, it is crucial that there is a readily

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<sup>20</sup> For a £197,000, based on available mortgage rates offered to first-time buyers at a LTV of 85% as of April 2023, from a range of national banks including [HSBC](#), typically showing 4.5% for fixed periods of 2-5 years. Assuming that owners spend 1% per year on maintenance in line with previous [research](#), and based on average cost of UK home insurance from the Association of British Insurers (ABI) April 2023 at £300 per year



available stock of privately rented housing which allows for people to live affordably, and that the cost of renting is not prohibitively expensive; where households begin to struggle to afford private rented housing, this could lead to a variety of social and economic issues including (but not limited to) unsustainable commuting patterns, living in over-crowded/sub-standard accommodation and pressure on the affordable rented sector.

## Summary

- 5.29 Without further housing growth in Kegworth, and with the continued growth in the private rented sector driven partly by students, there is a real risk of the decline in the owner-occupier sector in the village, which is likely to disproportionately and seriously affect couples and families; by 2031 the number of owner-occupiers could decline by more than 200 households, with families making up the majority of this. This would be contrary to wider trends and would entrench the decline of families which has been seen over the last decade.
- 5.30 We estimate that as a minimum Kegworth needs in the region of 80 privately rented homes over the next 10 years, however this should be treated as a cautious estimate because it does **not seek to ‘make good’ the decline/backlog in couples and families seen** in the last decade, nor does it assume that other types of households will continue growing at their current rate. To address both of these factors, up to 174 privately rented homes might be needed in Kegworth over the next 10 years to address housing needs. If recent rates of growth in the PRS in Kegworth (22 homes per year) continued, this would suggest an upper bracket of a need for 220 rented homes over 10-years.
- 5.31 The sector plays an important role generally, and in Kegworth specifically, in addressing the needs of households wanting more flexible accommodation (due to work or other preferences), in saving for home ownership or for those unable to afford ownership, and failing to provide additional private rented housing in an area where there is clearly existing and future pressure could have a variety of negative consequences for individual households as well as the local community and economy.

## 6.0 Conclusions

- 6.1 This report reviews and assesses the need for private rented sector homes, and specifically build to rent properties, within Kegworth. Government policy recognises the beneficial role that provision of Build to Rent homes can have, with the NPPF requiring that LPAs reflect the needs for people who rent their homes within their planning policies. The North West Leicester Plan Policy H6(2) sets out that in considering housing proposals the Council will have regard to evidence of market demand, the nature of local housing sub-markets and the needs of the community.
- 6.2 In this context, this report reviews the evidence around the local housing market in Kegworth, drawing on existing evidence, data and observations, alongside appropriate analysis, concluding the following:
- 1 The existing local housing needs evidence base studies published by the Council do not address Kegworth specifically and the sub-market dynamics in the settlement. Whilst they collectively suggest that there is no particular evidence of a need for build-to-rent in North West Leicestershire, they advise that if schemes do come forward they should be considered on merit, and that there are some suburban areas across Leicestershire where demand for build-to-rent could arise over the period to 2041.
  - 2 Kegworth is uniquely placed between several key regional employment and educational destinations, including East Midlands Airport, East Midlands Gateway logistics park and the University of Nottingham Sutton Bonington Campus, which has an important influence and impact on Kegworth as a place, from **the settlement's sustainability and vitality** as a small village to the impact on its local housing market.
  - 3 Kegworth is facing particular housing pressures associated with a growth in the private rented sector and particularly a relative proliferation of HMOs. This led to imposition of an Article 4 direction in 2020, the evidence underpinning which indicates around 10% of homes in Kegworth are student/HMO properties (around 1 in 3 private rented homes in the settlement) and that this is limiting the supply of family homes, both for owner occupation and private renting. The primary drivers of this are the university and significant employment growth in the local area.
  - 4 Kegworth has seen significant demographic shifts, setting it apart from trends in the rest of the district. It has seen growth in its younger adult population, with this going hand in hand with significant growth in its private rented sector, which has increased from c.9% of households in 2001 to 27% in 2021; a proportion higher than the District (13.5%) as well as the country overall (20.5%).
  - 5 Rents in Kegworth are more expensive than in the larger towns of the District, whilst there appears to be a trend of family homes being divided up to be let out as HMO rooms due to the greater financial return achievable. Overall, all indications are that the need and demand for private rented accommodation in Kegworth is strong, and exceptional in comparison to trends in the wider District. This is likely being driven by the University Campus and high levels of employment growth in the immediate vicinity of the settlement.
  - 6 Using a range of approaches and methodologies, our assessment of the need for additional private rented sector homes within Kegworth over the next 10-years

indicates there is a need for between 80 and 220 privately rented dwellings over the next 10-years in the settlement. A middling scenario suggests 174 homes as a reasonable benchmark.

- 6.3 Against this evidence of a local need and demand for such private rented homes in Kegworth, there are significant benefits associated with providing for private rented homes, and specifically for build-to-rent homes, particularly given some of the outcomes Kegworth has been experiencing. The private rented sector plays an important role generally, and in Kegworth specifically, in addressing the needs of households wanting more flexible accommodation (due to work or other preferences), in saving for home ownership or for those unable to afford ownership. Failing to provide additional private rented housing in an area where there is clearly existing and future pressure could have a variety of negative consequences for individual households as well as the local community and economy, as is already being felt in Kegworth (e.g. around availability of family properties, local private renters being priced out of the market, declining quality/maintenance of stock, and parking).
- 6.4 Built to Rent can particularly help address and manage many of the consequences of this increased need for PRS in Kegworth, including in respect of it:
- being a highly managed form of rental property, meeting requisite design, space and parking standards;
  - providing a range of sizes, types and tenancies to accommodate both local people and those moving to the area for work whilst reducing the demand for, and diluting the impact of, HMOs in Kegworth (i.e. workers would have suitable alternatives to HMOs via smaller rented properties, whilst student homes would no longer be reducing the availability of/crowding out other rented stock being available for families in the area);
  - would help to respond to increasing private rents in the area, providing good quality/affordable homes for those not wishing to, or unable to, buy in Kegworth in the immediate term.



Celebrating

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**Birmingham**

0121 713 1530

birmingham@lichfields.uk

**Edinburgh**

0131 285 0670

edinburgh@lichfields.uk

**Manchester**

0161 837 6130

manchester@lichfields.uk

**Bristol**

0117 403 1980

bristol@lichfields.uk

**Leeds**

0113 397 1397

leeds@lichfields.uk

**Newcastle**

0191 261 5685

newcastle@lichfields.uk

**Cardiff**

029 2043 5880

cardiff@lichfields.uk

**London**

020 7837 4477

london@lichfields.uk

**Thames Valley**

0118 334 1920

thamesvalley@lichfields.uk



@LichfieldsUK

**lichfields.uk**



**KEGWORTH - LOCAL ECONOMIC  
FACTORS**

A review of the economic factors influencing  
housing need at Kegworth, North West  
Leicestershire

13 March 2024

Prepared for:  
Caddick Land

Prepared by:  
Stantec Development Economics

Project Number:  
333100858

## Kegworth - Local Economic Factors

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## Executive Summary

- i. This report has been prepared by Stantec Development Economics to review the local economic context of Kegworth. This is to support the allocation of a site at Kegworth, North West Leicestershire.
- ii. Kegworth lies at an important strategic location near major transport links including the M1 Motorway, East Midlands Airport and East Midlands Parkway Railway Station. It also lies in a key position with respect to major, growing employment sites. It is in close proximity to the East Midlands Freeport Zone, incorporating the East Midlands Logistics Gateway and the Ratcliffe-on-Soar Power Station. Additionally, the University of Nottingham's Sutton Bonington Campus, neighbouring Kegworth, contributes to a diverse offer of employment opportunities nearby.
- iii. East Midlands Airport serves as a significant employment hub, supporting over 6,000 jobs and contributing £239 million to the regional economy. The airport's expansion plans, coupled with the development of the East Midlands Freeport and the transformation of Ratcliffe-on-Soar power station into a zero-carbon technology hub, are expected to generate thousands more jobs for the region. The creation of the East Midlands Freeport is projected to create an additional 1,639 jobs in North West Leicestershire through direct, indirect, and induced impacts as estimated by Icen. Both Stantec and Icen estimate that Freeport sites will host upwards of 20,000 jobs in total.
- iv. Kegworth's strategic location, its transport connectivity, and the significant employment growth expected in its vicinity make it an excellent location for ambitious housing delivery to support sustainable economic growth.



## 1 Introduction

- 1.1 This report has been prepared by Stantec Development Economics for Caddick Land. This is in relation to a site at Kegworth, North West Leicestershire.
- 1.2 The report reviews local economic factors which drive employment growth and therefore housing need (i.e. the balance between jobs and homes) in Kegworth.
- 1.3 A key argument is Kegworth's proximity to East Midlands Airport and associated logistics activities. The airport itself has recently been awarded Freeport status, which may generate further impacts.
- 1.4 With these factors in mind, trend-based housing growth may be insufficient to sustainably support employment growth.



## 2 Baseline Local Housing Need

### **North West Leicestershire's housing need**

- 2.1 Under the standard method, the estimate of North West Leicestershire's housing need in the Leicester & Leicestershire Housing & Economic Needs Assessment<sup>1</sup> is 372 homes per year.
- 2.2 This is based on projected average household growth over the period 2022-2032 of 298 using the 2014-based projections, plus a 25% affordability (market signals) uplift. Neither the deliverability cap nor the urban uplift apply.
- 2.3 A Statement of Common Ground (SoCG) prepared by the Leicester & Leicestershire Authorities notes that Leicester City generates significant unmet housing need. Based on a working assumption of this unmet need amounting to 18,700 over the 2020-2036 period (1,169 per annum), apportionment of it across the seven other authorities was agreed in the SoCG<sup>2</sup>.
- 2.4 For North West Leicestershire, the apportionment in the SoCG is 314 dwellings per year.
- 2.5 This results in a total housing need for North West Leicestershire of 686 per annum (372 standard method plus 314 unmet need from Leicester). Over a 20-year plan period this would amount to 13,720 dwellings<sup>3</sup>.
- 2.6 As the following section demonstrates, given the location of current and future employment opportunities for North West Leicestershire there is a strong rationale for ambitious housing development in and around Kegworth in order to enable sustainable economic growth.

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<sup>1</sup> [1+-+Final-HENA-Report-June-22.pdf \(nwleics.gov.uk\)](#)

<sup>2</sup> [Updated-SoCG-FINAL.pdf \(lstrategicgrowthplan.org.uk\)](#), Table 3 apportions unmet need.

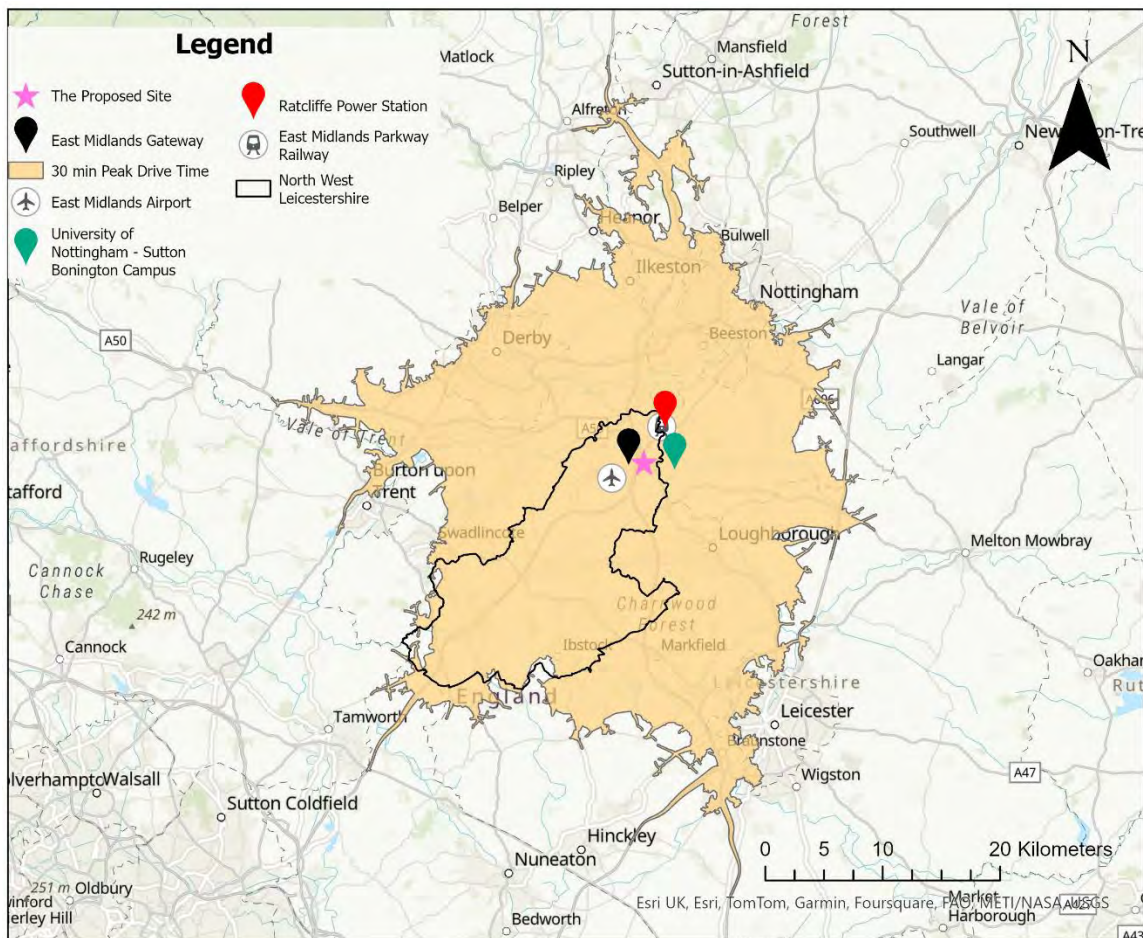
<sup>3</sup> With the qualification that unmet need for Leicester was calculated for 2020-2036, not for the 20-year plan period used by North West Leicestershire. In the event that less unmet need from Leicester is to be met by North West Leicestershire after 2036, housing need would be slightly lower and vice-versa. Over a 2020-2036 period only, need is 10,976.



### 3 Strategic Economic Context

- 3.1 Kegworth (population 4,290 in 2021) is located in North West Leicestershire District, close to Junction 24 of the M1 Motorway. The larger settlements of Derby and Nottingham are around 10 miles to the north west and north east of Kegworth; whilst Loughborough is around 6 miles to the south. Leicester lies further south than Loughborough, around 15 miles from the site.
- 3.2 Kegworth is well situated on transport links, sitting around 2.5 miles east of East Midlands Airport and 2 miles south of East Midlands Parkway Train Station. East Midlands Airport provides services across Europe and East Midlands Parkway Train Station provides regular services to Nottingham, Derby, Leicester, and Sheffield as well as down to London St Pancras.
- 3.3 Local buses that stop in Kegworth provide access to Leicester, Loughborough, East Midlands Airport and Derby, alongside Long Eaton, Radcliffe on Soar, Sutton Bonington, Long Eaton and Nottingham University (main campus).
- 3.4 As shown below, it is within good commuting distance of several current and emerging employment sites, which are discussed in more detail in the rest of this chapter.

**Figure 1: 30 Minute Peak Drive Time from The Proposed Site in Kegworth**



### **East Midlands Airport**

- 3.5 In the immediate vicinity of Kegworth is East Midlands Airport (as shown on Figure 1). The airport connects more than 4 million passengers with over 80 destinations across Europe and is also the UK's number one provider of dedicated freight services. East Midlands Airport is the largest employment site in the region outside of the city of Leicester and supports over 6,000 jobs generated by 90 different companies. The airport contributes £239 million of Gross Value Added (GVA) to the region<sup>4</sup>. A diverse offering of jobs is available at the airport from baggage handlers, cabin crew and hospitality workers to Border Force and Airport Managers, these jobs attract a range of skill levels, from no qualification to degree-level education.
- 3.6 In January 2024, East Midlands Airport pledged an investment programme of £120 million to improve passenger experience over the next five years<sup>5</sup>. This includes expanding the security hall, improving rapid drop off arrangements, upgrading air traffic control systems and reconstruction of taxiways. This highlights the confidence in the future of the airport and the vital part the airport plays in UK trade. Consequently, these improvements will increase the number of jobs on the site (and generate construction jobs in the short term).
- 3.7 Kegworth is well connected to the airport via a regular bus service, running every 15 minutes with a 15-minute journey time, travelling 2.5 miles. Kegworth is also a 17-minute cycle or 6-minute drive from East Midlands Airport.

### **The University of Nottingham – Sutton Bonington Campus**

- 3.8 The University of Nottingham Sutton Bonington Campus is approximately 1 mile away from Kegworth. The Sutton Bonington Campus is home to 2,500 students from the Schools of Biosciences and Veterinary Medicine<sup>6</sup>. The Sutton Bonington Campus is also home to the International Centre for Brewing Science<sup>7</sup>.
- 3.9 The Sutton Bonington Campus provides 566 researchers and staff with employment, many of whom live in the local area as well as a number of jobs supported by the work location<sup>8</sup>. These jobs employ a wide range of skill sets from PhD educated researchers and fellows to support staff working in associated retail or administrative positions.

### **East Midlands Freeport**

- 3.10 East Midlands Airport is the UK's largest for dedicated freight movements<sup>9</sup>. Each year, over 440,000 tonnes of goods pass through the airport as the logistics operations on site facilitate global trade<sup>10</sup>. The East Midlands Airport alongside SEGRO East Midlands Gateway (SLPEMG), Strategic Rail Freight Interchange (STRFI) and Ratcliffe-on-Soar Power Station form part of the wider East Midlands Freeport.

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<sup>4</sup> [Careers | East Midlands Airport; regional-airports-data.pdf \(unitetheunion.org\)](#)

<sup>5</sup> [£120m investment programme gets underway at East Midlands Airport](#)

<sup>6</sup> [Sutton Bonington Campus - The University of Nottingham](#)

<sup>7</sup> [Brewing Science - The University of Nottingham](#)

<sup>8</sup> [Wayback Machine \(archive.org\)](#) (The Economic Impact of Britain's Global University, 2015)

<sup>9</sup> [UK airport data | Civil Aviation Authority \(caa.co.uk\)](#)

<sup>10</sup> [Careers | East Midlands Airport](#)



## Kegworth - Local Economic Factors

### 3 Strategic Economic Context

- 3.11 Freeports allow imports to enter with simplified customs documentation, without paying tariffs. Business operating inside the freeport area can manufacture and add value to goods before exporting again, without facing the full tariffs. Goods that move out of the freeport into another part of the country must follow the full import process including tariffs<sup>11</sup>. The East Midlands Freeport plans to use retained business rates to stimulate innovation, generate high value specialist jobs, and support workforce transition<sup>12</sup>.
- 3.12 The long-term aim of the Freeport is to support 61,000 jobs in the region and uplift the East Midlands economy<sup>13</sup>.

#### *SEGRO East Midlands Gateway and Strategic Rail Freight Interchange*

- 3.13 SEGRO East Midlands Gateway provides 6 million sq ft of logistics space adjacent to the East Midlands Airport Cargo Terminal and the Strategic Rail Freight Interchange<sup>14</sup>. The Rail Freight terminal connects the site to the Castle Donnington freight line, providing direct access to major UK ports, the Channel Tunnel and other UK freight interchanges. SEGRO estimates that when all the buildings are complete the gateway could provide 7,250 job opportunities.
- 3.14 The Department for Transport's Future of Freight Long Term plan outlines the pivotal role of the UK's freight and logistics sector in supporting the UK economy. Freight transport is key in the UK's transition to net-zero emissions adapting to changing consumer trends and integrating new technologies. The Future of Freight highlights East Midlands Airport's International role in UK rail freight and as a catalyst of national and local benefits for the area<sup>15</sup>.
- 3.15 SEGRO East Midlands Gateway is served by a number of buses including Skylink Nottingham and Skylink Leicester-Derby both of which pass through Kegworth. Once the buses have reached the transport hub at the East Midlands gateway, employees can catch the free on-site shuttle service calling at each workplace on the estate road<sup>16</sup>.
- 3.16 Alongside this, East Midlands Intermodal Park, an extension of the distribution services at the Strategic Rail Freight Interchange is at the pre-application stage and will provide an additional 6 million sq ft of strategic logistics units<sup>17</sup>. Whilst employment densities cannot be wholly relied upon due to the nature of each occupier, they do provide an indication. The Warehousing and Logistics in Leicester and Leicestershire April 2021<sup>18</sup> report assumes an employment density of 95 jobs per sqm. Using this employment density, the additional 557,400 sqm (6 million sq ft) of B8 floor space could provide an additional 5,867 jobs.

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<sup>11</sup> <https://www.emfreeport.com/what-are-freeports>

<sup>12</sup> [UK Freeports Programme Annual Report 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/104422/uk-freeports-programme-annual-report-2022.pdf)

<sup>13</sup> [East Midlands Freeport opens for business – with Space Park Leicester set to play a key role - Business Live \(business-live.co.uk\)](https://www.business-live.co.uk/news/east-midlands-freeport-opens-for-business-with-space-park-leicester-set-to-play-a-key-role-1184848)

<sup>14</sup> [East Midlands Gateway \(slp-emg.com\)](https://www.slp-emg.com/)

<sup>15</sup> [future-of-freight-plan.pdf \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/104422/future-of-freight-plan.pdf)

<sup>16</sup> [slpbusmap.pdf \(slp-emg-travel.com\)](https://www.slp-emg-travel.com/)

<sup>17</sup> [East Midlands Intermodal Park - Project information \(planninginspectorate.gov.uk\)](https://www.planninginspectorate.gov.uk/consultations/east-midlands-intermodal-park/)

<sup>18</sup> [warehousing-and-logistics-in-leicester-and-leicestershire-managing-growth-and-change-april-2021.pdf](https://www.leicestershire.gov.uk/media/104422/warehousing-and-logistics-in-leicester-and-leicestershire-managing-growth-and-change-april-2021.pdf)



## Kegworth - Local Economic Factors

### 3 Strategic Economic Context

#### *Ratcliffe-on-Soar Power Station Redevelopment*

- 3.17 In line with the government's policy to end coal-fired power generation, the Ratcliffe-on-Soar Power Station is undergoing redevelopment. The power station has been supplying electricity to the UK energy market for 50 years. In September 2024, it will close its coal-fired power production and will be transformed into a 265 hectare site for zero-carbon technology and energy hub for the East Midlands<sup>19</sup>.
- 3.18 Once complete, the redevelopment site has the potential to create between 7,000 and 8,000 jobs based around low carbon energy generation and advanced manufacturing<sup>20</sup>. Rushcliffe Borough Council has granted the site Local Development Order status in order to fast track the development and to simplify the planning process. The Council believes the site has potential to become a site of regional and national importance, supporting the UK's green growth ambitions and creating high-skilled employment opportunities.

#### *Employment impacts*

- 3.19 The Implications of East Midlands Freeport on Housing Need in North West Leicestershire<sup>21</sup>, published by Icenl in 2022, calculates net workplace-based jobs based on the growth of the freeport (including East Midlands Airport, logistics-related sectors, and Ratcliffe-on-Soar Power Station). It considers additionality including deadweight (the need to discount for jobs lost on site, i.e. in the case of the demolition of the coal-fired power plant). It also considers displacement where the intervention takes market share, jobs or land from existing local firms and organisations.
- 3.20 It is estimated that North West Leicestershire would benefit from 1,260 additional jobs from the creation of the freeport. Using a 0.3 multiplier, induced or indirect impacts would create a further 378 jobs. Overall, the additional jobs North West Leicestershire would benefit from would equal 1,639 jobs according to the report.
- 3.21 Summing impacts from the above sub-sections for SEGRO East Midlands Gateway, East Midlands Intermodal Park, and the Ratcliffe-on-Soar site gives total employment across these sites of 20,000-21,000. It should be stressed that this is a mix of jobs already in existence (i.e. at SEGRO East Midlands Gateway) and those expected to be created in future (on completion of SEGRO East Midlands Gateway and development of the other two sites). Moreover, it is a gross figure – e.g. it does not account for loss of existing jobs at Ratcliffe-on-Soar.
- 3.22 For comparison, Icenl estimate gross jobs for the East Midlands Freeport at 23,962 (this also includes 1,000 extra jobs at the airport itself); after accounting for deadweight, displacement, and substitution, this falls to 15,668. This informs their employment impacts for North West Leicestershire.

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<sup>19</sup> [Ratcliffe on Soar power station site granted planning permission to fast-track investment - Rushcliffe Borough Council](#)

<sup>20</sup> [Green light given for redevelopment of Uniper's Ratcliffe-on-Soar power station site in Nottinghamshire](#)

<sup>21</sup> [Freeport Housing Need Report FINAL.pdf \(nwleics.gov.uk\)](#)

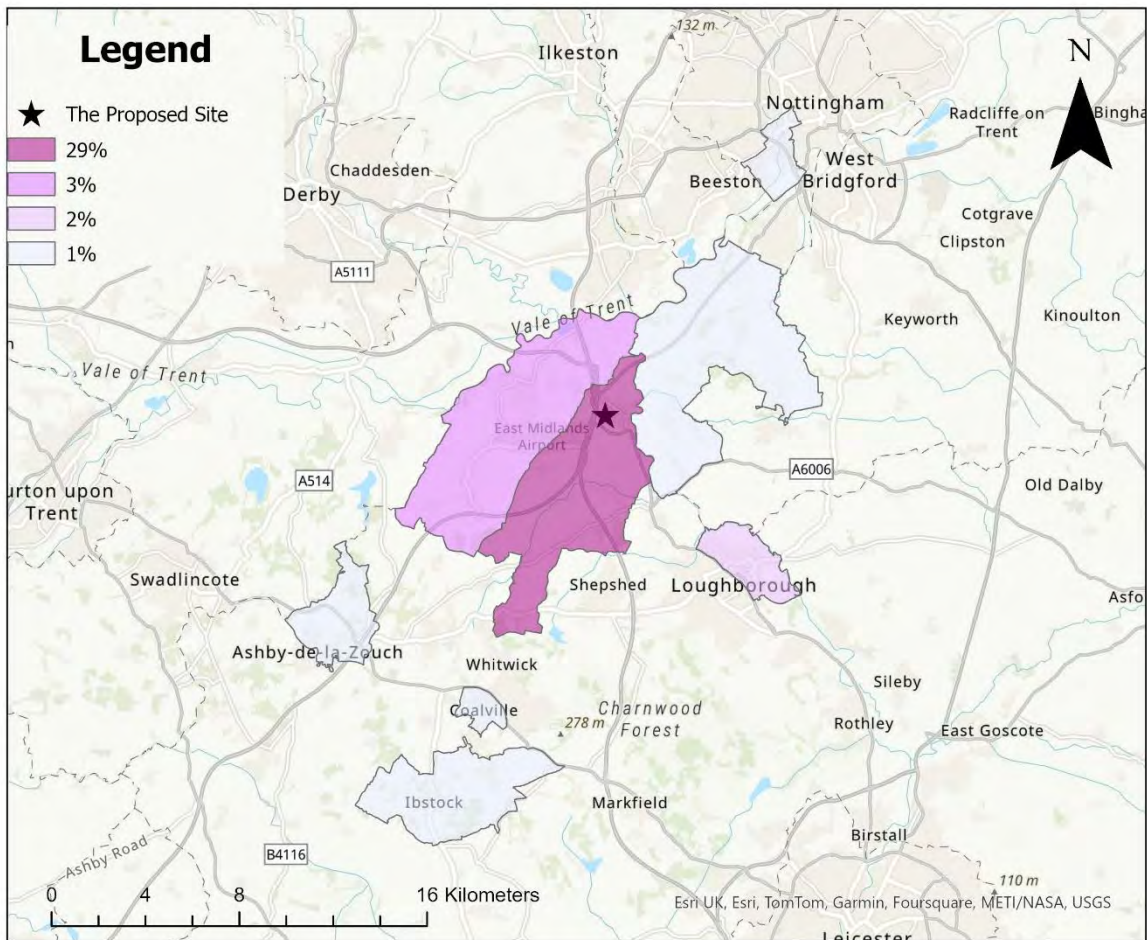




**Commuter Flows**

3.23 Figure 2 shows the commuter flows from the MSOA which includes Kegworth (North West Leicestershire 002)<sup>22</sup>. Consideration should be given to the fact that this data was collected in 2021 when many people were working at home due to the coronavirus pandemic (47% - 2,758 people). 29% of residents (1,738 people) residing in this MSOA also worked in it, which encompasses some of SEGRO East Midlands Gateway and East Midlands Airport.

**Figure 2: Commuter Flows from North West Leicestershire 002, 2021**



Source: Census 2021: Table ODWP [accessed 06 March 2024]

3.24 A further 3% of residents (149 people) were also working in North West Leicestershire 001 which encompasses the remainder of SEGRO East Midlands Gateway and East Midlands Airport. 2% of residents (94 people) worked in Charnwood 002 which encompasses the business centres to the north west of Loughborough.

<sup>22</sup> Commuting flow data is not available at LSOA level, hence the use of MSOA data. North West Leicestershire 002 is dominated by Kegworth but also includes Diseworth, Long Whatton, and Belton.



## **Kegworth - Local Economic Factors**

### **3 Strategic Economic Context**

- 3.25 Finally 1% of residents worked in North West Leicestershire 010 (53 people), Rushcliffe 014 (53 people), North West Leicestershire 013 (39 people), North West Leicestershire 003 (34 people), and Nottingham 031 (30 people).
- 3.26 This illustrates the accessibility Kegworth has both locally and regionally to important business centres and reaching into Nottingham, enabled through Kegworth's accessibility via the train station and local bus services.



## 4 Conclusion

- 4.1 Kegworth is strategically located both in terms of proximity to employment sites and access to transport links. It is adjacent to East Midlands Airport and East Midlands Parkway Railway Station. Furthermore, it enjoys easy access to the East Midlands Freeport Zone which encompasses the East Midlands Gateway Industrial Cluster, the Strategic Rail Freight Interchange and Ratcliffe-on-Soar Power Station, all of which are in the process of development and expansion. Finally, Kegworth is a short distance away from the University of Nottingham Sutton Bonington Campus.
- 4.2 These employment sites provide a diverse range of opportunities for different skill levels and are expected to create more jobs in future – including the near future, given that East Midlands Freeport is now in operation. To summarise:
- East Midlands Airport supports over 6,000 jobs across 90 different companies.
  - The Sutton Bonington Campus of the University of Nottingham employs 566 staff.
  - Gross jobs at East Midlands Freeport sites are estimated to be 20,000-21,000:
    - Once SEGRO East Midlands Gateway (already a major employment site) is complete, it is expected to provide a total of 7,250 job opportunities.
    - Stantec estimates that East Midlands Intermodal Park (currently at pre-application stage) could generate 5,867 jobs.
    - Once redeveloped, the Ratcliffe-on-Soar Power Station site could create between 7,000 and 8,000 jobs.
  - Icen estimate that the creation of the East Midlands Freeport will generate 1,260 jobs (1,639 including indirect and induced impacts) in North West Leicestershire. The long-term aim of the freeport is to support more than 61,000 jobs across the East Midlands.
- 4.3 Kegworth is extremely well-situated to support employment growth at these sites given its location and transport connectivity to them – this is demonstrated by the proportion of its residents already working in the relevant areas.
- 4.4 This growth will generate increased housing needs in and around Kegworth, so an ambitious approach to delivery is needed to prevent housing affordability issues, maximise the sustainability of commuting travel, and support the success of the sub-regional economy.



# Ecological Opportunities and Constraints



**Land South of Ashby Road,  
Kegworth  
26th February 2024**



**Tyler  
Grange**

TG Report No. 14836\_R01\_SC

Project No:	Report No.	Date	Revision
14836	R01	26th February 2024	-

Admin QA	Author	Checked	Approved
RF	SC	RF	RF

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Appendix 1: Legislation and Planning Policy

## Plans:

Plan 1: Habitat Features 14836/P01

Plan 2: Post-development Habitat Plan 14836/P02



# Section 1: Introduction and Context

## Introduction

- 1.1. This ecological opportunities and constraints report has been prepared by Tyler Grange Group Ltd on behalf of Caddick Land. It sets out the results of a desktop study and initial site walkover with high level Biodiversity Net Gain (BNG) at Land South of Ashby Road, Kegworth, Derby DE74 2FA (OS Grid Reference SK 47789 26587), hereafter referred to as 'the site'. See **Figure 1.1** for the indicative red line boundary.



**Figure 1.1:** Indicative red line boundary (© Google Aerial Imagery, 2024)

- 1.2. This assessment has been undertaken to provide an initial, high level ecological opportunity and constraints to inform a future planning application for a residential development with associated areas of public open space. The site proposals are shown in **Appendix 1**.

## Site Context

- 1.3. The site is approximately 5.63ha in size and comprises an arable field bounded by hedgerows. The site is located to the west of the town of Kegworth and is bounded by Ashby Road to the north, residential houses with associated hardstanding and gardens to the east and further arable fields to the south and west. The M1 motorway lies approximately 0.19km to the west of the site, beyond which are industrial units and East Midlands Airport.

## Purpose

- 1.4. This report:



- This report uses available background data and preliminary results of field surveys to describe and evaluate the ecological features present within the likely “Zone of Influence”<sup>1</sup> (Zol) of potential development of the site; and
- With reference to relevant planning policy and legislation (**Appendix 2**), describes the actual or potential ecological constraints and opportunities that might arise as a result of the site’s development, or identifies issues that could affect the principle or quantum of development the site could support.

## Methodology

### Data Search

- 1.5. A desk-based study was conducted whereby records of designated sites and records of protected and priority species were purchased and interrogated for the site and the surrounding landscape. The aim of the data search is to collate existing ecological records for the site and adjacent areas. Obtaining existing records is an important part of the assessment process as it provides information on issues that may not be apparent during a single survey, which by its nature provides only a 'snapshot' of the ecology of a given site.
- 1.6. The following resources were consulted/contacted:
- Multi-Agency Geographic Information for the countryside (MAGIC) website<sup>2</sup>;
  - Leicestershire and Rutland Environmental Records Centre (LRERC); (Data received on 26<sup>th</sup> February 2024);
  - North West Leicestershire District Council website<sup>3</sup>;
  - Joint Nature Conservation Committee (JNCC) website<sup>4</sup>;
  - Natural England (NE) designated sites website<sup>5</sup>;
  - Ordnance Survey mapping; and
  - Google Maps, including aerial photography.
- 1.7. The following areas of search around the boundary of the site boundary were applied:
- 2km for protected and priority species, national statutory designated and non-statutory sites; and
  - 10 km for European statutory sites.

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<sup>1</sup> Defined by the CIEEM (2018) Guidelines for Ecological Impact Assessment as the area over which ecological features may be affected by biophysical changes as a result of the proposed project and associated activities. This is likely to extend beyond the project site, for example where there are ecological or hydrological links beyond the site boundaries

<sup>2</sup> <https://magic.defra.gov.uk/> [Accessed 12/02/2024]

<sup>3</sup> <https://www.nwleics.gov.uk/cookies-policy> [Accessed 12/02/2024]

<sup>4</sup> <http://jncc.defra.gov.uk/ProtectedSites/> [Accessed 12/02/2024]

<sup>5</sup> <https://designatedsites.naturalengland.org.uk/> [Accessed 12/02/2024]





## **‘Extended’ Habitat Survey and Biodiversity Net Gain**

- 1.8. An ‘extended’ Phase I Habitat Survey was carried out on the 22<sup>nd</sup> April 2022 by Paul Webb, BSc (Hons) MSc MCIEEM. The methods used during the walkover survey broadly followed methods used in an ‘extended’ Phase I habitat survey and entailed recording the main plant species and classifying and mapping habitat types.
- 1.9. The methods used during the walkover survey broadly followed methods used in an ‘extended’ Phase I habitat survey<sup>6</sup> and entailed recording the main plant species and classifying and mapping habitat types with reference to the Habitat Definitions provided by the UK Habitat Classification Working Group<sup>7</sup> to feed into the Biodiversity Metric. The Biodiversity Metric 4.0 technical supplement was used during surveys to determine habitat condition and ecological importance.
- 1.10. Additionally, the habitats identified were evaluated for their potential to support legally protected and notable fauna species. Where access allowed, adjacent habitats were also considered in order to assess the site within the wider landscape and to provide information with which to assess possible impacts within the context of the site boundary.
- 1.11. If applicable, invasive species were recorded where visible, including those listed under Schedule 9 of the Wildlife and Countryside Act (WCA) 1981. It is an offence to plant or otherwise cause to grow in the wild any plant which is included in Part II of Schedule 9 of the WCA 1981
- 1.12. The weather conditions during the survey were dry, with an air temperature of 8°C, 100% cloud cover, and a light breeze.
- 1.13. The Biodiversity Statutory Metric operates by calculating the number of biodiversity units associated with a particular habitat type (both pre-and post-development) – the ‘unit’ value associated with each habitat type is calculated based on the following parameters:
  - Size (in hectares)/Length (in km);
  - Distinctiveness (i.e. how rare/valuable a given habitat is);
  - Condition (i.e. how well the recorded habitat fits [or will fit] the standardised description of that habitat); and
  - Strategic significance (i.e. if the existing or proposed habitat is within an area formally adopted in the local plan for green infrastructure or biodiversity improvements).
- 1.14. When considering the creation of new habitats in the post-development site, other factors are also considered when calculating the ‘unit’ value of a given habitat and these are:
  - Time to reach the target condition of each habitat; and
  - Difficulty category for the creation of a given habitat.

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<sup>6</sup> Joint Nature Conservation Committee (2010). Handbook for Phase 1 habitat survey - a technique for environmental audit. JNCC, Peterborough.

<sup>7</sup> Butcher, B., Carey, P., Edmons, R., Norton, L. and Treweek, J. (2020). UK Habitat Classification – Habitat Definitions V1.1



## Quality Control

- 1.15. All ecologists at Tyler Grange Group Limited are members of the Chartered Institute of Ecology and Environmental Management (CIEEM) or are working towards membership, and act under the direction of members and abide by the Institute's Code of Professional Conduct<sup>8</sup>.

## Limitations and Assumptions

- 1.16. The Phase I habitat survey provides a high level overview of the habitats onsite to inform the opportunities and constraints. Further site visits and survey will be required to inform detailed proposals for the site.
- 1.17. The BNG Statutory Metric uses habitats as a proxy for biodiversity and does not account for other biodiversity enhancements such as species-targeted enhancements like bat and bird boxes.
- 1.18. When mapping and recording habitats, types and conditions were assigned using professional judgement and with reference to the appropriate guidance.
- 1.19. The post-development habitats were determined based on the high level site proposals, which have been used to identify the key habitats proposed.

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<sup>8</sup> CIEEM (2022) Code of Professional Conduct, CIEEM, Winchester



## Section 2: Ecological Features and Evaluation

### Designated Sites

- 2.1. The data search was based on records purchased from Leicestershire and Rutland Environmental Records Centre (LRERC), as well as data from the Multi-Agency Geographic Information for the Countryside (MAGIC).
- 2.2. The data search returned no European/internally or nationally statutory designated sites within 10km or 2km of the site respectively, and five Local Wildlife Sites (LWS) five non-statutory designated sites within 2km of the site. A total of 21 potential/historic LWS sites were also returned within 2 km of the site boundary.
- 2.3. The closest LWS to the site is M1 J23A Donington Park Services grassland and scrub (1.4km South West of the site). This LWS has been selected due to its species rich grassland, scrub, marsh and great crested newt *Triturus cristatus* was recorded within the LWS in 2015.
- 2.4. However, the site does fall within a Site of Special Scientific Interest (SSSI) Impact Risk Zone. The proposals for the site could fall into the at risk criteria set out by Natural England requiring further assessment for likely impacts on the SSSI. Therefore, the Local Planning Authority (LPA) should consult with Natural England on the likely risks from any discharge of water or liquid waste of more than 20m<sup>3</sup> /day to ground (i.e. seep away) or to surface water such as a beck or stream.

### Habitats and Flora


- 2.5. The habitats present on site are summarised below in **Table 2.1**, along with a description of the composition of the main plant species present and an assessment of their ecological importance. The location of habitats are shown on the Habitats Features 14836/**P01**.



Table 2.2: Habitats and Flora

Habitat	Description and Species	Ecological Importance	Photograph
<p><u>Primary code:</u> Cereal Crop c1c</p> <p><u>Secondary code(s):</u> Active Management 75</p>	<p>The site comprises arable fields bounded by hedgerows and dry ditches. A narrow, under 1m field margin is present around the majority of the site dominated by species typical of higher nutrient levels including Yorkshire fog <i>Holcus lanatus</i>, cocks foot <i>Dactylis glomerata</i>, cleavers <i>Galium aparine</i>, hogweed <i>Heracleum sphondylium</i>, common nettle <i>Urtica dioica</i>, dandelion <i>Taraxacum officinale</i>, bramble <i>Rubus fruticosus</i>, umbellifer and broad-leaved dock <i>Rumex obtusifolius</i>.</p>	<p>Arable fields are common place in the wider landscape and are actively managed throughout the year with crop. This habitat is considered to be of <b>negligible ecological importance</b>.</p>	
<p><u>Primary code:</u> Hedgerow h2</p> <p><u>Secondary code(s):</u> Recent management 76</p>	<p>Six hedgerows are located on the site. All hedgerows are species poor with narrow field margins.</p> <p>H1 Hawthorn <i>Crataegus monogyna</i> dominated hedgerow along northern boundary of the site. &lt;1m wide margin with species indicative of high nutrient conditions . Occasional ivy <i>Hedera helix</i>, holly <i>Ilex aquifolium</i>, blackthorn <i>Prunus spinosa</i> and rare willow <i>Salix</i> sp. Located within the hedgerow.</p> <p>H2 Hawthorn dominated hedgerow adjacent to a dry ditch with rare elder <i>Sambucus nigra</i>. Extends further into offsite southern arable field.</p> <p>H3 Small section of willow, otherwise dominated by hawthorn with a dry ditch. Contains garlic mustard <i>Alliaria petiolata</i> and meadow buttercup <i>Ranunculus acris</i> in the margins.</p> <p>H4 Hedgerow bordering housing with varying structures. 1-2m high with hawthorn, apple <i>Malus domestica</i>, elder, cherry laurel <i>Prunus laurocerasus</i>, holly, ivy and <i>Prunus</i> sp. Gappy towards the north and some areas of fence panels.</p> <p>H5 Various garden species including ornamental beech <i>Fagus</i> sp., cypress <i>Cypripedium</i>, holly and ornamental species. 2m x 2m. Gaps of fencing associated with offsite residential houses.</p> <p>H6 Hedgerow through the centre of the site and associated with a dry ditch. Dominated by hawthorn with elder.</p>	<p>Hedgerows are relatively species-poor, managed and associated with farming activities. Hedgerows are considered to be of <b>up to local ecological importance</b>.</p>	



			
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## Protected and Notable Species

- 2.6. Given the habitat composition of the site discussed above, and the ecological features present, the site has potential to support the following protected and notable species. Detailed surveys on the following species/species groups are required to inform potential impacts and required mitigation strategies to ensure any proposed development is compliant with National and Local planning policy.

### Amphibians

- 2.7. The data search returned records of common toad *Bufo bufo*, common frog *Rana temporaria*, great crested newt and smooth newt *Lissotriton vulgaris* within 2km of the site. The nearest of these was a record of smooth newt 970 metres north of site, and was recorded in March 2014. The nearest GCN record was located 1.7km South West of the site. No European Protected Species (EPS) licences were returned for great crested newt within 2km of the site, however a number of great crested newt class survey licence returns from 2015 recorded presence of the species within ponds located approximately 1.9km south west of the site.
- 2.8. The data search identified a number of waterbodies within 500m of the site. One waterbody is located approximately 10m north of the site on the other side of Ashby Road within some willow and a further ponds is located approximately 140m south of the site. From available aerial images, the waterbody to the south appears to be part of the drainage for the A6 road. Three further waterbodies were identified 500m south west of the site, however these are over the A6, a main road and considered a barrier to dispersal of great crested newt.
- 2.9. The arable fields are generally considered to be unsuitable for great crested newt, lacking in shelter and foraging opportunities. However, the hedgerow bases provide terrestrial habitats for great crested newt and other amphibians to forage, commute and hibernate.
- 2.10. Other more mobile amphibian species such as common toad may be present. Common toads are a priority species under The Natural Environment and Rural Communities (NERC) Act 2006<sup>9</sup>. It is considered any population utilising terrestrial habitats on site, such as the hedgerows, will also be using further habitats beyond the site boundary and not reliant site alone.

### Badger

- 2.11. The data search returned 18 records of badger *Meles meles* within 2km of the site. The closest record was 470 metres north of site which was recorded on 25<sup>th</sup> August 2011.
- 2.12. No evidence directly attributed to badger has been identified on the site or within 30m of the site boundary. The wider landscape is likely to be used as the wider foraging resource for any population of badger. Any population is considered to be of **negligible ecological importance**.

### Bats

- 2.13. The data search returned 75 records of bat species within 2 km of the site. Species included brown long-eared *Plecotus auritus*, common pipistrelle *Pipistrellus pipistrellus*, soprano pipistrelle *Pipistrellus pygmaeus*, noctule *Nyctalus noctule*, Leisler's bat *Nyctalus leileri*, myotis bat species *Myotis* sp., natterer's bat *Myotis nattereri*, pipistrelle bat species *Pipistrellus* sp., serotine *Eptesicus serotinus*, whiskered bat *Myotis nattereri*, Daubenton's

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<sup>9</sup> Section 40 of the NERC Act puts a duty on local authorities to have regard for the conservation of species and habitats listed at Section 41, including when considering planning applications.



bat *Myotis daubentoniid*, and records of bat that could not be accurately identified. The nearest record was a record of common pipistrelle 300 metres northeast of the site and was recorded on 31/12/2005. In addition, three granted EPS licences for bats were returned within a 2km radius of the site. The closest licence was located 0.43km east of the site (case reference: EPSM2012-4876) and was granted for the destruction of a breeding and resting place of brown long eared *Plecotus auritus* and common pipistrelle bat between 2012 and 2014.

- 2.14. There are no features onsite suitable for roosting bats. The site has potential to support foraging and commuting bats mainly along the hedgerows which provide opportunities for bats and connectivity to the wider landscape.

## Birds

- 2.15. A total of 82 records of bird species which could use the site were identified within 2 km of the site boundary. The species include brambling *Fingilla montifringilla*, bullfinch *Pyrrhula pyrrhula*, cetti's warbler *Cettia cetti*, corn bunting *Emberzia calandra*, dunnoek *Prunella modularis*, fieldfare *Turdus pilaris*, grey partridge *Perdix perdix*, hawfinch *Coccothraustes coccothraustes*, linnet *Linaria cannabina*, redwing *Turdus iliacus*, skylark *Alauda arvensis*, song thrush *Turdus philomelos*, starling *Sturnus vulgaris*, turtle dove *Streptopelia turtur*, yellow wagtail *Motacilla flava*, and yellowhammer *Emberzia citrinella*. The closes of these records was recorded 125 metres east of site and was of starling. This record was recorded on 01/12/2012.
- 2.16. The arable fields onsite have the potential to support ground nesting birds such as skylark *Alauda arvensis* and the hedgerows provide nesting and foraging potential for common and widespread bird species, including Birds of Conservation Concern (BoCC).

## Reptiles

- 2.17. The data search returned no records of any reptile species within 2 km of the site boundary.
- 2.18. The arable fields are generally considered to be unsuitable for reptiles, lacking in shelter and foraging opportunities. However, the hedgerow bases provide terrestrial habitats for active and hibernating common species of reptiles. However, opportunities for reptiles within the wider landscape is relatively limited, with the site being surrounded by main roads and residential gardens. A brash pile is located to the south of the site which may also offer potential sheltering and hibernating opportunities for reptiles.

## Other Fauna

- 2.19. The data search also returned 32 records of West European hedgehog *Erinaceus europaeus*, with the closest record being 250 metres east of site and was recorded on 01/08/2022. One record of water vole *Arvicola amphibius* was recorded with it being record 1.35 km east of site and was recorded on 04/02/2003. Two records of brown hare *Lepus europaeus* were also returned from the records centre with the closest being 1.9km northwest of site and was recorded on 14/07/2013.
- 2.20. The hedgerow bases provide sheltering and foraging opportunities for hedgehog and the arable fields provide opportunities for brown hare. The ditches onsite are dry, relatively short and unconnected to other waterbodies and are considered to be unsuitable for water vole.

## Invasive species

- 2.21. Records of invasive species were returned during the desk study, with no non-native invasive species listed under Schedule 9 of the Wildlife and Countryside Act (WCA) being recorded on the site.



## Section 3: Ecological Constraints and Opportunities

- 3.1. A summary of potential constraints and opportunities to future development of the site from ecological receptors and further ecological surveys required to inform a planning application are detailed below. The proposals for the site should seek to avoid adverse impacts on designated site, habitats and protected and notable species.

### Designated Sites

- 3.2. Potentially, further consultation with Natural England will be required as the site falls within an at risk categories for a SSSI Impact Risk Zone.

### Habitats

- 3.3. Any proposed scheme should seek to retain habitats of highest ecological importance, namely the hedgerows. The design of the scheme should be in accordance with policy and best practice guidance, follow the 'mitigation hierarchy' to avoid and retain the most important ecological features to ensure they can be managed in the long-term to enhance their importance for biodiversity. Where this is not possible, new habitats should be proposed to compensate for habitat losses with the aim of maximising the overall ecological value of the habitats proposed on site. Through the evolving design process, the following should be considered:

- Hedgerows – retention and enhancement of hedgerows including infill planting with native species and species which provide nectar and berries sources all year round;
- Grassland – Creation of species-rich and wildflower grassland adjacent to hedgerows and the Sustainable Urban Drainage System (SUDS) with informal management to create tussocks. Creation will include preparation of the soil to create lower nutrient conditions;
- Grassland within public open space – Creation of modified grassland within higher public use within the public open space; and
- Tree – tree planting across the site with native species and species with a known wildlife benefit.

- 3.4. A high level biodiversity net gain (BNG) assessment of the site has been undertaken and is detailed in Section 4 below. Development of the site presents an opportunity to deliver net gains through enhancement of existing habitats and creation of new habitats.

## Protected and Notable Species

### Amphibians

- 3.5. The site has limited potential to support common species of amphibian including great crested newt and common toad within their terrestrial phase. Suitable habitats on site are limited and common and widespread in the local area. If GCN are considered present in the local area, precautionary working methods would be sufficient to prevent impacts.





- 3.6. To enhance the site for amphibians, hibernacula and log piles could be created within retained grassland and hedgerows.

### **Bats**

- 3.7. There are no features onsite suitable for roosting bats. Foraging and commuting opportunities should be retained, enhanced and created including enhancing the hedgerows and creating informally managed grassland and SUDS.
- 3.8. Lighting should be sensitivity designed (in accordance with Bat Conservation Trust (BCT) guidance note 08/23) to avoid shining on retained habitats onsite and immediately adjacent to the site, including hedgerows and tree lines. A full suite of activity surveys should be undertaken to determine the use of the site by foraging and commuting bats. The proposals should seek to retain these commuting routes where possible.
- 3.9. To enhance the site for roosting bats post-development, the proposals should include bat boxes on retained trees and incorporation of native species planting and species attractive to invertebrates including night scented plants.

### **Birds**

- 3.10. The site has the potential to support a range of bird species including ground nesting, farmland and garden varieties.
- 3.11. As the habitats present on site are common and widespread in the area, not specific mitigation would be required for habitat loss for birds.
- 3.12. Habitat creation and enhancements including grassland and tree planting could be included within the proposals to provide additional nesting opportunities onsite. Planting should include native species and species with a known wildlife benefit to attract invertebrates, which in turn provide a foraging resource for birds.

### **Reptiles**

- 3.13. The hedgerow bases provide limited potential to support reptiles throughout the year, including during hibernation. Where possible, these habitats should be retained and enhanced to continue to provide opportunities for reptiles and maintain connectivity to offsite habitats. If reptiles are present in the local area, precautionary working methods would be sufficient to prevent impacts.
- 3.14. Enhancements for amphibians, including hibernacula and log pile creation will also provide benefits to common species of reptiles, including during the hibernation season.

### **Other Fauna**

- 3.15. Precautionary methods of working will likely be required during habitat clearance to avoid killing or injury to these species, including brown hare and hedgehog, which could be controlled through the production of a Construction Environmental Management Plan (CEMP).



## Section 4: High Level Biodiversity Net Gain

- 4.1. From the 12<sup>th</sup> February 2024, BNG is mandatory for all major planning applications under the Environment Act 2021 and Town and Country Planning Act which will required application to deliver at least 10% net gain. The National Planning Policy Framework (NPPF) 2023 also requires developments to demonstrate a net gain in biodiversity (see **Appendix 2**). Although BNG is not within the adopted North West Leicestershire Local Plan 2021, the new Draft North West Leicestershire Local Plan 202 – 2040 is currently undergoing consultation and includes Draft Policy En1 relating to nature conservation and BNG.
- 4.2. A development achieves biodiversity net gain when the total biodiversity units present post-development is higher than that of the biodiversity units present on site prior to development. Defra’s Statutory Metric has been used to calculate the biodiversity value of the site before and after development in terms of “biodiversity units” to calculate an overall biodiversity net gain or loss.

### Existing Habitats

- 4.3. The following habitats are present within the red line boundary of the site and are shown on Habitat Features **14836/P01**. The rationale for condition assessments is detailed within the metric **14836/BNG**.



**Table 4.1: Baseline Habitats and Areas Retained, Enhanced and Los**

Broad Habitat	Habitat Type	Area (hectares)	Distinctiveness	Condition	Area retained (hectares)	Area enhanced (hectares)	Area lost (hectares)
Cropland	Cereal crops	5.63	Low	Condition Assessment N/A	0	0	5.63

**Table 4.2: Baseline Hedgerows and Lengths Retained, Enhanced and Lost**

Hedge number	Hedgerow type	Length (km)	Distinctiveness	Condition	Length retained (km)	Length enhanced (km)	Length lost (km)
H1	Native hedgerow – associated with bank or ditch	0.20	Medium	Poor	0.06	0.1	0.04
H2	Native hedgerow – associated with bank or ditch	0.02	Medium	Moderate	0	0.01	0.01
H3	Native hedgerow – associated with bank or ditch	0.11	Medium	Moderate	0	0.11	0
H4	Native hedgerow	0.22	Low	Moderate	0	0.22	0
H5	Native hedgerow	0.16	Low	Moderate	0	0.16	0
H6	Native hedgerow – associated with bank or ditch	0.22	Medium	Moderate	0	0.2	0.02

## Indicative Proposed Habitats

- 4.4. The high level proposals, as shown within **Appendix 1** and the Post-development Habitat Plan **14836/P02**, have been used to calculate the proposed habitat areas. The rationale for target condition assessments is detailed within the metric **14836/BNG**.

**Table 4.3: Created and Enhanced Habitats**



Broad Habitat	Proposed habitat	Area (hectares)	Created/enhanced	Target Condition	Distinctiveness	Habitat Unit Delivered
Urban	Developed land; sealed surface	1.26	Created	N/A - Other	V.Low	0.00
Urban	Developed land; sealed surface	1.02	Created	N/A - Other	V.Low	0.00
Urban	Vegetated garden	0.81	Created	Condition Assessment N/A	Low	1.56
Urban	Unvegetated garden	0.35	Created	N/A - Other	V.Low	0.00
Grassland	Modified grassland	1.96	Created	Moderate	Low	6.80
Grassland	Other neutral grassland	0.1	Created	Moderate	Medium	0.67
Urban	Sustainable drainage system	0.14	Created	Moderate	Low	0.34
Individual trees	Urban tree	1.7426	Created	Poor	Medium	4.88
<b>A net gain of 2.99 habitat units, +26.55%</b>						

**Table 4.4: Created and Enhanced Hedgerows**

Hedge number	Hedgerow type	Length (km)	Created/enhanced	Target Condition	Distinctiveness	Habitat Unit Delivered
H1	Native hedgerow – associated with bank or ditch	0.1	Enhanced	Moderate	Medium	0.76
H2	Native hedgerow – associated with bank or ditch	0.01	Enhanced	Good	Medium	0.12
H3	Native hedgerow – associated with bank or ditch	0.11	Enhanced	Good	Medium	1.29



<b>H4</b>	Native hedgerow	0.22	Enhanced	Good	Low	1.29
<b>H5</b>	Native hedgerow	0.16	Enhanced	Good	Low	0.94
<b>H6</b>	Native hedgerow – associated with bank or ditch	0.2	Enhanced	Good	Medium	2.34
<b>A net gain of +1.86 hedgerow units, +36.31%</b>						



## Results Summary

4.5. As described within the Defra Statutory Metric **14836/BNG** and summarised below in **Figure 4.1**, based on the habitats present on site that will be lost and those to be created, the development would result in:

- +2.99 habitat units (+26.55%); and
- +1.86 hedgerow units (+36.31%).

FINAL RESULTS		
<b>Total net unit change</b> <small>(Including all on-site &amp; off-site habitat retention, creation &amp; enhancement)</small>	<i>Habitat units</i>	2.99
	<i>Hedgerow units</i>	1.86
	<i>Watercourse units</i>	0.00
<b>Total net % change</b> <small>(Including all on-site &amp; off-site habitat retention, creation &amp; enhancement)</small>	<i>Habitat units</i>	26.55%
	<i>Hedgerow units</i>	36.31%
	<i>Watercourse units</i>	0.00%
<b>Trading rules satisfied?</b>	Yes ✓	

**Figure 4.1: Biodiversity Net Gain Assessment Results Summary, taken from the Defra Statutory Metric.**

4.6. The current high level proposals are based on the following assumptions:

- Hedgerows – retention and enhancement of hedgerows including infill planting with native species and species which provide nectar and berries sources all year round. Management to be more informal to create a denser structure and achieve moderate (H1) and good (H2 – H6) condition;
- Grassland – (Other Neutral Grassland) - Creation of species-rich and wildflower grassland adjacent to hedgerows and the Sustainable Urban Drainage System (SUDS) with informal management to create tussocks. Creation will include preparation of the soil to create lower nutrient conditions. Creation and management to achieve a moderate condition;
- Grassland within public open space – Creation of modified grassland within areas of higher public use within the open space. All areas to be seeded within a diverse mix with 50% left more informally managed to achieve a moderate condition, whilst the other 50% will be shorter sward but still of moderate condition;
- SUDS – Creation of a SUDS within the south of the site. SUDS to be seeded within an appropriate grassland mix suitable for being occasionally wet;
- Residential gardens – 70% of residential gardens classified as vegetated garden and 30% classified as unvegetated garden; and
- Tree – tree planting across the site with native species and species with a known wildlife benefit.



- 4.7. Based on the current proposals, the site has a net gain for habitat units (+2.99 habitat units).
- 4.8. A net gain in hedgerow length is achieved as well as an overall gain in hedgerow units in excess of the +10% requirement.

## Management

- 4.9. The results of the Defra Statutory Metric are based on the habitats within the site being maintained at a certain condition, as prescribed by the condition assessment sheets published by Defra.
- 4.10. Details of habitat establishment and long-term management will be provided through the production and implementation of a Landscape and Ecological Management Plan (LEMP). The LEMP would set out the prescriptions for the establishment and maintenance of the habitats on site for 30 years.



## Section 5: Conclusions

- 5.1. In conclusion, the majority of the site comprises arable fields of negligible ecological importance, bounded by hedgerows of up to local ecological importance. As part of the evolving design, the mitigation hierarchy has and should remain to be implemented across the site, retaining and enhancing habitats of highest ecological importance, namely the hedgerows.
- 5.2. Based on the current high level proposals and the habitats currently present onsite, the development would result in:
- +2.99 habitat units (+26.55%); and
  - +1.86 hedgerow units (+36.31%).
- 5.3. The habitats onsite could be suitable for a number of protected and notable species including amphibians, bats, breeding and wintering birds and reptiles. Given the extent of the site, and the availability of the habitats in the local area, precautionary working methods will be sufficient for most species. Detailed survey work may be required for commuting bats to ensure compliance with local and national planning policy.
- 5.4. The development of the site provides opportunities to enhance the site for biodiversity. Enhancements would be best focused on the hedgerows and habitat creation on providing diverse habitats which are not currently present onsite.





# Appendix 1: Legislation and Planning Policy

## Legislation

- A1.1. Specific habitats and species receive legal protection in the UK under various pieces of legislation, including:
- The Environment Act 2021;
  - The Wildlife and Countryside Act (WCA) 1981 (as amended);
  - The Conservation of Habitats and Species Regulations 2017 (as amended);
  - The Countryside and Rights of Way (CROW) Act 2000;
  - The Natural Environment and Rural Communities Act (NERC) 2006;
  - The Hedgerows Regulations 1997; and
  - The Protection of Badgers Act 1992.
- A1.2. The European Council Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna, 1992, often referred to as the 'Habitats Directive', provides for the protection of key habitats and species considered of European importance. Annexes II and IV of the Directive list all species considered of community interest. The legal framework to protect the species covered by the Habitats Directive has been enacted under UK law through The Conservation of Habitats and Species Regulations 2017 (as amended).
- A1.3. In Britain, the WCA 1981 (as amended) is the primary legislation protecting habitats and species. SSSIs, representing the best examples of our natural heritage, are notified under the WCA 1981 (as amended) by reason of their flora, fauna, geology or other features. All breeding birds, their nests, eggs and young are protected under the Act, which makes it illegal to knowingly destroy or disturb the nest site during nesting season. Schedules 1, 5 and 8 afford protection to individual birds, other animals and plants.
- A1.4. The CROW Act 2000 strengthens the species enforcement provisions of the WCA 1981 (as amended) and makes it an offence to 'recklessly' disturb a protected animal whilst it is using a place of rest or shelter or breeding/nest site.

### **Environment Act 2021: Town and Country Planning Act**

- A1.5. The Environment Act gained Royal Assent in November 2022. Whilst the premise of Biodiversity Net Gain (BNG) has been around prior to this, the Assent of the Act sets the Framework for future legislation to be changed. This will be in the form of the Town and Country Planning Act (TaCPA), specifically Schedule 14 of the TaCPA, which will make Biodiversity Net Gain a condition of planning (not a planning condition). The target 'gain' is currently set at 10% but the Secretary of State has the ability to change this.
- A1.6. The timescales for changes to the wording of the TaCPA are that it will be legally mandated and enforceable from 12<sup>th</sup> February 2024.



## National Planning Policy

### National Planning Policy Framework (NPPF), December 2023

- A1.7. The National Planning Policy Framework (NPPF) was updated in December 2023 and sets out the Government's planning policies for England and how these should be applied. It replaces the National Planning Policy Framework published in September 2023.
- A1.8. Paragraph 11 states that:
- “Plans and decisions should apply a presumption in favour of sustainable development.”*
- A1.9. Section 15 of the NPPF (paragraphs 180 to 188) considers the conservation and enhancement of the natural environment including habitats and biodiversity (paragraphs 179-182)
- A1.10. Paragraph 180 states that planning and decisions should contribute to and enhance the natural and local environment by:
- *“protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
  - *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland; and*
  - *minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures”*
- A1.11. Paragraph 181 states that *plans should distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.*
- A1.12. Paragraph 185 states that *in order to protect and enhance biodiversity and geodiversity, plans should:*
- *“Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and*
  - *promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.”*
- A1.13. When determining planning applications, Paragraph 186 states that *local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:*



- *“if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused;*
- *development on land within or outside a Site of Special Scientific Interest, and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of Sites of Special Scientific Interest;*
- *development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists; and*
- *development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.”*

A1.14. As stated in paragraph 187 the following should be given the same protection as habitats sites:

- *“potential Special Protection Areas and possible Special Areas of Conservation;*
- *listed or proposed Ramsar sites; and*
- *sites identified, or required, as compensatory measures for adverse effects on habitats sites, potential Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites.”*

A1.15. Paragraph 188 states that *the presumption in favour of sustainable development does not apply where the planned project is likely to have a significant effect on a habitat site (alone or in combination with other plans or projects) unless an appropriate assessment has concluded the plan or project will not adversely affect the integrity of the habitats site.*

## Local Planning Policy

### North West Leicestershire Local Plan 2011 to 2031

A1.16. Policies relating to ecology and nature conservation are summarised as follows:

#### **‘Policy S3 – Countryside**

*Land outside the Limits to Development is identified as countryside where those uses listed (a) to (s) below will be supported, subject to those considerations set out in criteria (i) to (vi) below.*

- (a) Agriculture including agricultural workers dwellings;*
- (b) Forestry including forestry workers dwellings;*
- (c) The preservation of Listed Buildings;*



*(d) The re-use and adaptation of buildings for appropriate purposes including housing in accordance with the Settlement Hierarchy (Policy S2);*

*(e) The redevelopment of previously developed land in accordance with Policy S2;*

*(f) Flood protection;*

*(g) Affordable housing in accordance with Policy H5;*

*(h) The extension and replacement of dwellings;*

*(i) Expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well-designed new buildings;*

*(j) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H7;*

*(k) Small-scale employment generating development or farm diversification;*

*(l) Community services and facilities meeting a proven local need;*

*(m) Development by statutory undertakers or public utility providers;*

*(n) Recreation and tourism;*

*(o) Renewable energy;*

*(p) Development at East Midlands Airport in accordance with Policy Ec5;*

*(q) Development at Donington Park Racetrack in accordance with Policy Ec8;*

*(r) Transport infrastructure;*

*(s) Employment land in accordance with the provisions of Policy Ec2.*

*Developments in accordance with (a) to (s) above will be supported where:*

*(i) the appearance and character of the landscape, including its historic character and features such as biodiversity, views, settlement pattern, rivers, watercourses, field patterns, industrial heritage and local distinctiveness is safeguarded and enhanced. Decisions in respect of impact on landscape character and appearance will be informed by the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Study, National Character Areas and any subsequent pieces of evidence; and*

*(ii) it does not undermine, either individually or cumulatively with existing or proposed development, the physical and perceived separation and open undeveloped character between nearby settlements either through contiguous extensions to existing settlements or through development on isolated sites on land divorced from settlement boundaries; and*

*(iii) it does not create or exacerbate ribbon development; and*



*(iv) built development is well integrated with existing development and existing buildings, including the re-use of existing buildings, where appropriate; and*

*(v) the development will not seriously undermine the vitality and viability of existing town and local centres; and*

*(vi) The proposed development is accessible, or will be made accessible, by a range of sustainable transport.'*

**'Policy En1 – Nature Conservation**

*(1) Proposals for development will be supported which conserve, restore or enhance the biodiversity in the district.*

*(2) Where a proposal for development would result in significant harm to one of the following and which cannot be avoided, or mitigated or compensated for, then planning permission will be refused:*

*(a) Special Areas of Conservation (SAC);*

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

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

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

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

*(f) River corridors;*

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

*(3) New development will be expected to maintain existing ecological networks, hotspots and landscape features (such as water courses and waterways, disused railway lines, trees and hedgerows) for biodiversity, as well as for other green infrastructure and recreational uses.*

*(4) Where a proposed development would attract additional visitors to an area or facility it should be demonstrated how any potential impact upon an area or feature of biodiversity interest will be managed as part of the new development.*

*(5) The use of Sustainable Urban Drainage Systems (SuDS) to create wetland and marshland habitats will be encouraged subject to the provisions of Policy Cc4.*

*(6) We will prepare a Supplementary Planning Document to provide more guidance on this issue.'*



## Biodiversity Actions Plans<sup>10</sup>

A1.17. There are two Local Biodiversity Action Plans relevant to North West Leicestershire: Leicester, Leicestershire and Rutland Biodiversity Action Plan (Leicestershire and Rutland Wildlife Trust, 2010) and The National Forest Biodiversity Action Plan (National Forest, 2004). The former consists of 19 Habitat Action Plans and 16 Species Action Plans whilst the latter consists of 18 Habitat Action Plans and 9 Species Action Plans.

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<sup>10</sup> Leicestershire and Rutland Wildlife Trust: Biodiversity Action Plan (Available at: <https://www.lrwf.org.uk/about-us/caring-wild-places/biodiversity-action-plan> [Accessed 15/02/2024])



## Plans:

Plan 1: Habitat Features 14836/**P01**

Plan 2: Post-development Habitat Plan **14836/P02**





-  Redline Boundary
-  Cropland (N/A)
-  Hedgerow (Native) Associated with Ditch
-  Hedgerow (Native)



Project	Land South of Ashby Road, Kegworth
Drawing Title	Habitat Features
Scale	As Shown (Approximate)
Drawing No.	14836/P01
Date	February 2024
Checked	SC/RF



97 Icknield Street, Jewellery Quarter, Birmingham, B18 6RU  
 T: 01285 831 804 E: info@tylergrange.co.uk W: www.tylergrange.co.uk





- Redline Boundary
- Habitats Created**
- Buildings (N/A)
- Hardstanding (N/A)
- Modified Grassland (50% Poor, 50% Moderate)
- Other Neutral Grassland (Poor)
- Residential Gardens (70 Vegetated: 30 Unvegetated (N/A))
- SUDS (Moderate)
- Trees (Poor)
- Hedgerows Enhanced**
- Hedgerow (Native) Associated with Ditch (Moderate and Good)
- Hedgerow (Native) (Good)



Project	Land South of Ashby Road, Kegworth
Drawing Title	Post-development Habitat Plan
Scale	As Shown (Approximate)
Drawing No.	14836/P02
Date	February 2024
Checked	SC/RF



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 T: 01285 851 804 E: info@tylergrange.co.uk W: www.tylergrange.co.uk





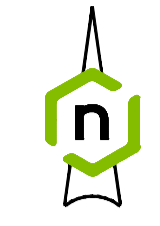
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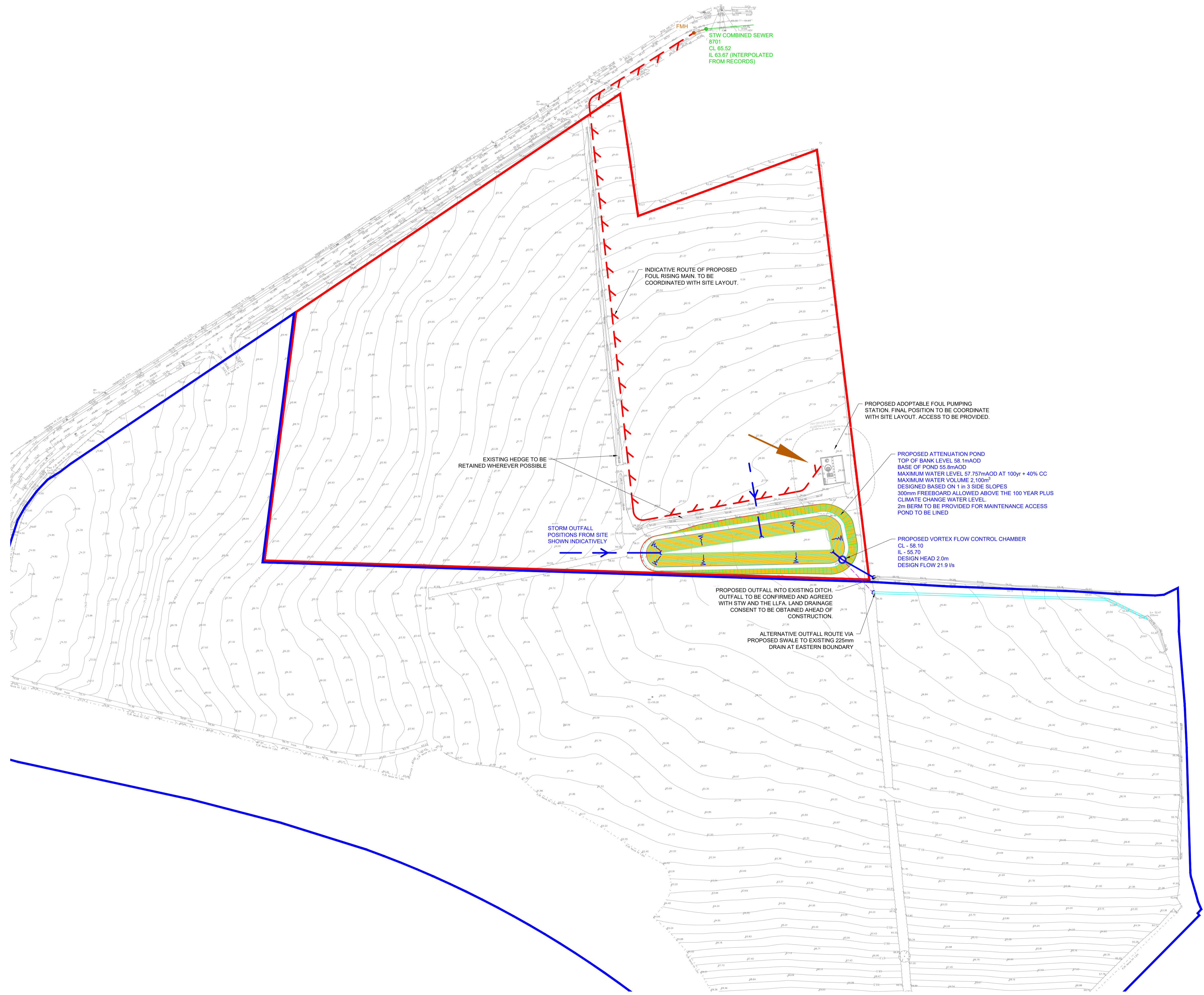


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- GENERAL NOTES**
1. THIS DRAWING SHOULD NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF LINK ENGINEERING.
  2. DO NOT SCALE FROM THIS DRAWING. UNITS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
  3. THE CONTRACTOR IS TO CHECK ALL INFORMATION PROVIDED PRIOR TO COMMENCING WORKS AND SEEK CLARIFICATION FROM THE ENGINEER IN RESPECT TO ANY AMBIGUITIES FOUND.
  4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS.



- DRAINAGE KEY**
- FMH  
CL 46.000  
IL 45.350
  - SMH  
CL 46.000  
IL 45.350
  - PROPOSED FOUL DRAIN
  - PROPOSED STORM DRAIN
  - EXISTING STW COMBINED SEWER
  - PROPOSED HDPE FOUL RISING MAIN
  - ALTERNATIVE STORM SEWER
  - PROPOSED HEADWALL
  - SITE BOUNDARY
  - ADDITIONAL LAND WITHIN THE DEVELOPERS CONTROL

GROSS SITE AREA 5.625ha  
ASSUMED IMPERMEABLE AREA 3.656ha (65%)  
Qbar - 21.9l/s

-	INITIAL ISSUE:	27.10.23	NLS
Rev.	Amendments	Date	By

Revisions

Client  
**Caddick Land.**

**Link**  
ENGINEERING  
Find us @ [www.linkeng.co.uk](http://www.linkeng.co.uk)

Project  
LE23861 - KEGWORTH

Drawing  
PRELIMINARY DRAINAGE STRATEGY

Scale @ A1  
1:1000

Drawn  
NLS

Checked  
CH

Rev  
-

K01E-GEN-XX-DR-CE-500 PRELIMINARY (S1)

# TECHNICAL NOTE



Charles House  
148 Great Charles Street  
Birmingham  
B3 3HT

0121 716 0100  
[mail@linkeng.co.uk](mailto:mail@linkeng.co.uk)  
[linkeng.co.uk](http://linkeng.co.uk)

## Kegworth

Job Number: LE23861

Date: November 2023

Client: Caddick Land Limited

Prepared By: NLS

Approved By: CH

## KG-LE-GEN-XX-TN-CE-TN01 – Flood Risk and Drainage Feasibility

### 1. Introduction

- 1.1. Link Engineering (Link) has been commissioned by Caddick Land Limited to prepare a Flood Risk and Drainage Feasibility review for a proposed residential development, located off Ashby Road in Kegworth, Leicestershire.
- 1.2. The site is approximately 5.6ha and the architects are looking to prepare an outline planning application for up to circa 140 homes. The site location is shown in Figure 1 below. A location plan and topographical survey is included in **Appendix A**. A site layout has not been completed at the time of writing this feasibility note.



Figure 1 – Site location with boundary highlighted with red line.

1.3. This Technical Note provides a summary of the key opportunities and constraints for the proposed development in respect to Flood Risk and Drainage. To complete this note, a review of the information publicly available is undertaken. The following information has been reviewed as part of this assessment:

- Leicestershire County Council Local Flood Risk Management Strategy;
- Leicestershire and Leicester City Level 1 Strategic Flood Risk Assessment;
- Northwest Leicestershire Local Plan 2011 – 2031;
- National Planning Policy Framework (NPPF);
- Development Flood Risk Zones;
- British Geological Survey Data;
- Severn Trent Water (STW) Pre-Development Enquiry

## 2. Flood Zones and Vulnerability Classification

2.1. As identified in publicly available flood risk maps, the entire application site is located within land classified as Flood Zone 1 (Low Probability), which comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding in any year (< 0.1%), according to the NPPF. Therefore, the development is considered to be at very low risk to flooding. This is indicated in Figure 2 below, with the site boundary in red.

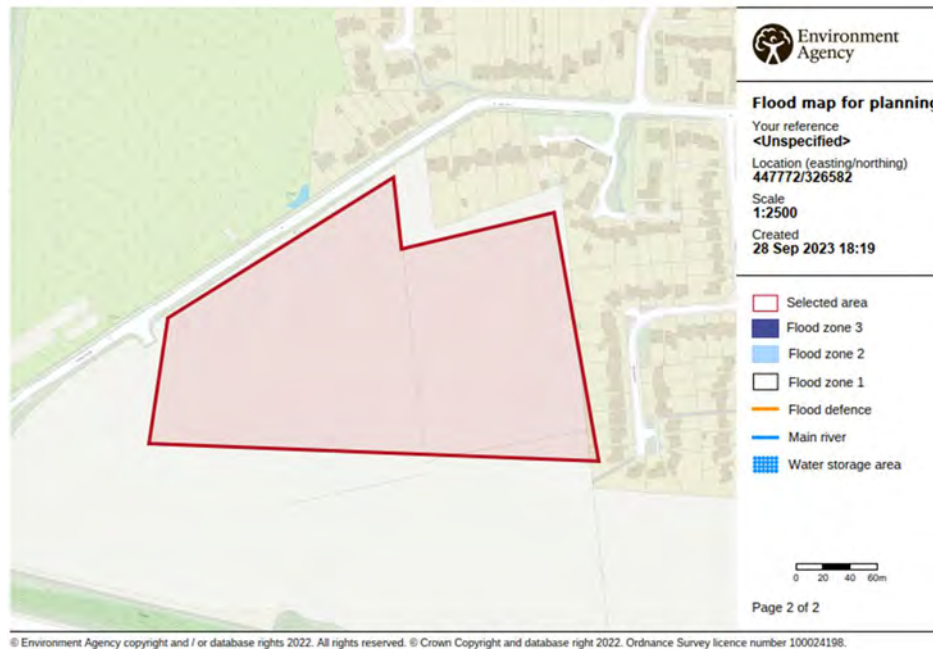


Figure 2 – Flood Zone Mapping.

2.2. According to “Annex 3 – Flood risk vulnerability classification” of the NPPF, the proposed land use of residential development would be defined as more vulnerable. Within Flood Zone 1, all land uses are considered compatible, therefore, the proposed development is deemed acceptable.

### 3. Other Sources of Flood Risk

- 3.1. In addition to the above mapping, Surface Water Flood Risk Maps are available, which identify areas at risk of flooding from surface water. This map is included within Figure 3 below, with the site boundary shown in red. Whilst this figure does not account for existing drainage and mitigation features, it does provide a representation of the expected flood risk from overland water flows within the site boundary.
- 3.2. This figure demonstrates that the site is predominately at very low risk from surface water. The exception is the south-eastern corner, which is at low risk with minor areas of medium and high risk. The flooding shown here can be attributed to an existing ditch that runs along the southern boundary of the site. The housing layout should be generally kept outside of the identified surface water flood risk, or suitable justification and mitigations measures are to be provided. The area at medium risk of flooding corresponds to the position of the proposed attenuation pond and it is not considered a constraint to the site due to limited area and proposed mitigation measures discussed in Section 6.

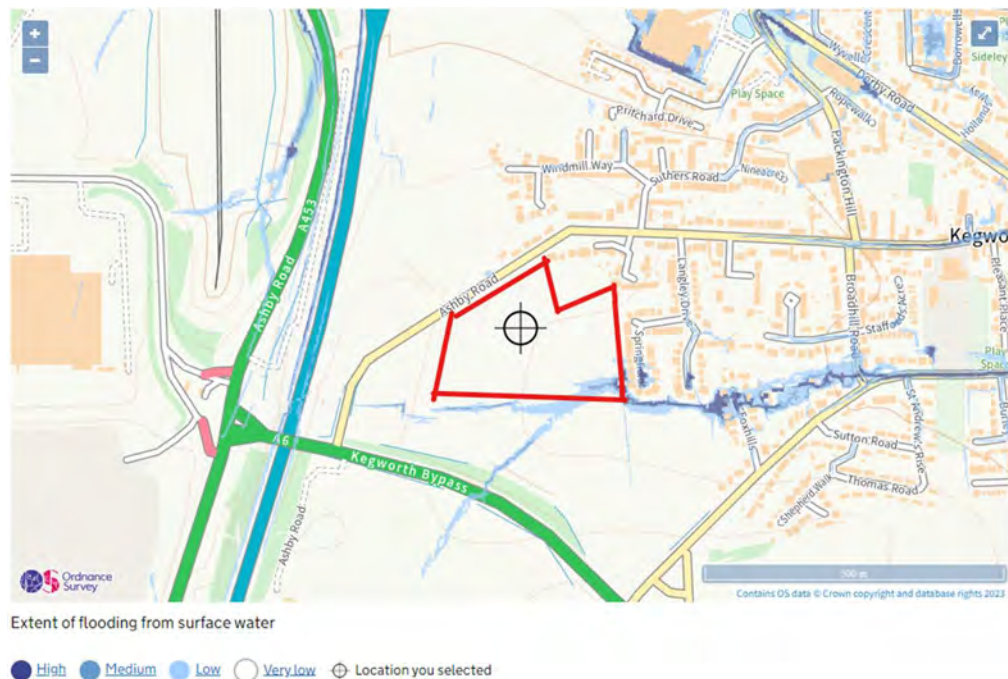


Figure 3 – Surface Water Flood Risk Mapping.

- 3.3. Section 6.10.7 of the Leicestershire and Leicester City Level 1 Strategic Flood Risk Assessment tabulates details of flood risks from various sources in the Northwest Leicestershire District. Using this table and Appendix A147 within the SFRA, it can be considered that Kegworth has a Susceptibility to Groundwater flood risk of less than 25% as seen in Figure 4 overleaf. Therefore, the proposed development is at low risk of groundwater flooding.

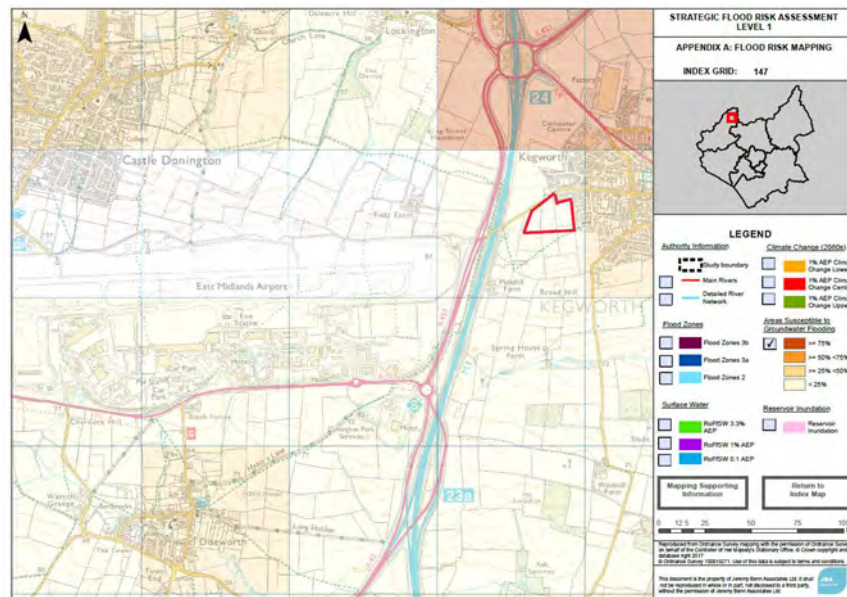


Figure 4 – Appendix A147 of the Leicestershire and Leicester City Level 1 SFRA – Areas Susceptible to Groundwater Flooding

3.4. Section 6.10.7 also states that there are several reservoirs in the district; however, none of these are within significant distance of the site. It can therefore be considered that there are no risks of this type to the site. Appendix A147 also provides reservoir inundation risk and there is no overlap with the proposed site as seen in Figure 5.

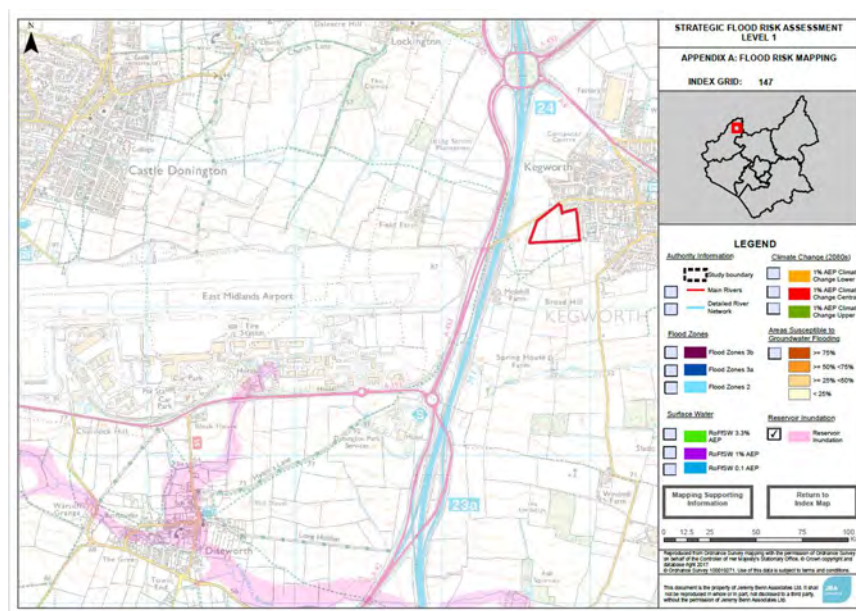


Figure 5 – Appendix A147 of the Leicestershire and Leicester City Level 1 SFRA – Reservoir Inundation



- 3.5. Section 6.10.7 also provides risk of flooding from sewers. It states that there have been 36 records of internal flooding in Severn Trent Water's register between 1989 and 2014, most of which occurred in the LE67 postcode area. It is also expected that STW regularly maintain their sewers. Therefore, the risk of flooding from sewers is considered to be very low.
- 3.6. The site is located approximately 89.4km away from the coast and the elevation varies from 55mAOD to 70mAOD. Therefore, the risk of flooding from the sea is considered to be very low.

## 4. Existing Drainage Constraints and Opportunities

- 4.1. The existing sewer record plans provided by STW, included in **Appendix B**, identify a public combined gravity sewer north of the site that starts in Ashby Road, which flows eastward along the road.
- 4.2. There are no rivers within the vicinity but there are ditches that run under the existing bushes in the middle of the site and on the eastern boundary.
- 4.3. There is an additional existing ditch to the southeast of the site and a pond south of the site by Kegworth Bypass. This ditch flows eastward away from the site and comes from the ditch that runs under the bushes on the eastern boundary. The pond in the south of the site flows west to east via underground drains within the land south of the development and discharges into this ditch. The connection is serviced by two manholes, where the southern one is in poor condition. Site photos are included in **Appendix C**.
- 4.4. It is not possible to see where this watercourse flows at the end of the wider site boundary due to overgrowth, however it was clear that the existing watercourse is currently serving the highway pond and the land drains/ditches which were observed to flow during the site visit. No additional discharges into the watercourse from the nearby houses was visible.

## 5. Proposed Surface Water Drainage

- 5.1. A desk top study of the local geology and publicly available borehole information has identified Tarporley Siltstone Formation – Siltstone, mudstone, and sandstone as the bedrock geology. There is no identified superficial deposit.
- 5.2. It is anticipated that these ground conditions will be unsuitable to support surface water infiltration techniques. This is reinforced by the presence of the adjacent highway attenuation pond, which does not infiltrate to the ground. However, should a Phase 1 ground investigation report show that the till is significantly granular on-site infiltration may be viable, in which case early-stage infiltration testing (to BRE365 specification) may be required to support the proposals at planning.
- 5.3. To comply with planning policies and requirements, an attenuation pond with flow control chamber will be proposed. These will be located in the southeast corner of the site where there is surface water flooding risk and where the levels are lowest.
- 5.4. To provide an indication of the required attenuation pond volume, the entire site has been considered. As stated previously, the area is approximately 5.6ha in area and the contributing impermeable area is assumed to be 65% of the site area (3.6ha). The greenfield runoff rate has been calculated to be 21.9l/s and can be found in **Appendix D**. Using the impermeable and the greenfield runoff rate as the parameters, the required volume of the pond is 2100m<sup>3</sup> to safely contain up to the 1 in 100-year storm event plus climate change allowance. Calculations can be found in **Appendix D**. A minimum of 300mm freeboard should be provided in the critical storm event. The pond side slopes shall be no steeper than 1 in 3 and a minimum 2m level berm should be provided for maintenance access.

- 5.5. Policy CC2 in the Northwest Leicestershire Local Plan states that *“for previously undeveloped sites the rate of runoff from the development sites should be no greater than the existing (greenfield) rate of runoff from the site.”*
- 5.6. Please note that suitable agreements with the LLFA will be required post planning to enable constructing the site outfall.
- 5.7. A preliminary drainage layout is included in **Appendix D**.
- 5.8. The site masterplan is still being developed; therefore, the drainage and attenuation requirements are subject to change. This includes the depth, volume, and berm width of the pond.
- 5.9. It should be noted that at the time of writing this Feasibility Note, only a topographical survey had been completed, and that the ground conditions are unknown. As stated, publicly available information with the British Geological Survey (BGS) has been reviewed to assess the feasibility of storm water infiltration techniques.

## 6. Foul Water Drainage

- 6.1. As part of this assessment, a pre-development enquiry was submitted to Severn Trent Water (STW), the local water company, to establish a point of connection from the site to the public sewer system. STW have responded that our proposed connection to manhole 8701, located north of the site in Ashby, would pose no adverse effect to the receiving network.
- 6.2. Link has proposed a pumping station at the south of the site where the levels are lowest. The rising main will then follow the road and connect to manhole 8701 at a rate of up to 5l/s. The 15m radius around the pumping station does not overlap any houses near the site boundary or new dwellings. The location of the pump is subject to change as the masterplan develops.
- 6.3. It should be noted that the sewer records received from STW show that the CL for manhole 8701 is 5m higher than the CL shown in the topographical survey. STW have responded stating that their records show no discrepancies and the level shown is taken as depth from cover on the records. This is not considered a risk to the development proposals as a pumped outfall is proposed and the rising main to the existing STW gravity system will be kept shallow and to the required level.
- 6.4. Correspondence with STW is included in **Appendix B**.

## 7. Further Work

- 7.1. Further review will need to be completed for the proposed attenuation pond as the masterplan develops in order to ascertain the best option in terms of effectiveness and cost. The next steps will involve a more detailed drainage design and a Flood Risk Assessment to support the development proposals at planning.

## 8. Summary

- 8.1. This assessment has reviewed the existing flood risk in respect to the site and the impact of the proposed development. It is concluded that flood risk to development is very low and as such the development feasibility is not compromised. A very small part of the site may be susceptible to flood risk from surface water; however, the attenuation pond proposed in the southeast of the site will mitigate this risk and is not considered a constraint to development.
- 8.2. The foul outfall into STW manhole 8701 and the storm outfall into the ditch or swale are both viable. The details of these outfall locations will have to be agreed with STW and the LLFA before construction.
- 8.3. The storm water attenuation volume will be approximately 2100m<sup>3</sup> with 300mm freeboard allowed above the 100 year plus 40% climate change water level. The proposed vortex flow control chamber will restrict the flow to the greenfield runoff rate of 21.9 l/s.
- 8.4. In order to progress with a planning application, a site-specific Flood Risk Assessment and Associated Drainage Strategy will be required in accordance with Local and National Planning Policies and Guidelines.

## Appendix A – Location Plan and Topographical Survey



**Key**

- Application site boundary
- Other land under control of applicant
- Easement Corridor

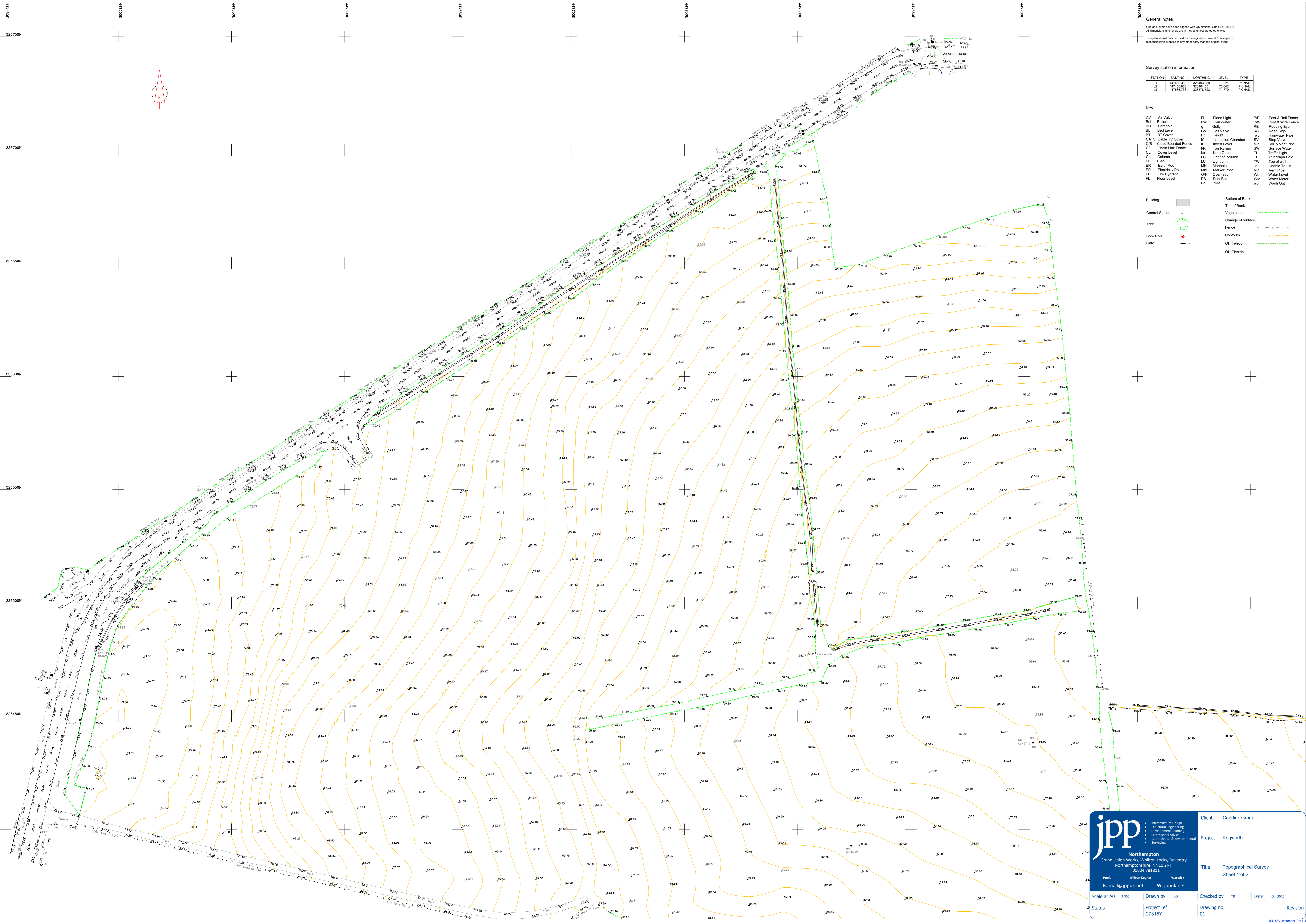


**CaddickLand.**

**nineteen47**  
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project: Land South of Ashby Road, Kegworth  
 Drawing Title: Contract Plan

Project Code	Drawing No	Rev
n2243	001	-
Date	Drawing Scale	
02.08.2023	1:1,250 @ A1	



**General notes**  
 Grid and levels have been aligned with OS National Grid OSG36 (15).  
 All dimensions and levels are in metres unless noted otherwise.  
 This plan should only be used for its original purpose. JPP accepts no responsibility if supplied to any other party than the original client.

**Survey station information**

STATION	EASTING	NORTHING	LEVEL	TYPE
J1	447480.560	326493.059	73.221	PK NAL
J2	447490.890	326494.511	72.642	PK NAL
J3	447586.733	326578.523	71.779	PK NAL

**Key**

AV	Air Valve	FL	Flood Light	PIR	Post & Rail Fence
BL	Boiler	FV	Foul Water	R/W	Post & Wire Fence
BH	Borehole	G	Gully	RE	Rodding Eye
BL	Bed Level	GV	Gas Valve	RS	Road Sign
BT	BT Cover	HL	Height	rxp	Rainwater Pipe
CATV	Cable TV Cover	IC	Inspection Chamber	SV	Stop Valve
CBF	Close Boarded Fence	IL	Invert Level	svp	Soil & Vent Pipe
CIL	Chain Link Fence	IR	Iron Railing	SW	Surface Water
CL	Cover Level	KO	Kerb Outlet	TL	Traffic Light
Col	Column	LC	Lighting column	TP	Telegraph Pole
EI	Electric	LU	Light unit	TW	Top of wall
ER	Earth Rod	MH	Manhole	UL	Unable To Lift
EP	Electricity Pole	Mkr	Marker Post	VP	Vent Pipe
FH	Fire Hydrant	OH	Overhead	WL	Water Level
FL	Floor Level	PB	Post Box	WM	Water Meter
		Post		wo	Wash Out

Building		Bottom of Bank	
Control Station		Top of Bank	
Tree		Vegetation	
Bore Hole		Change of surface	
Gate		Fence	
		Contours	
		OH Telecom	
		OH Electric	

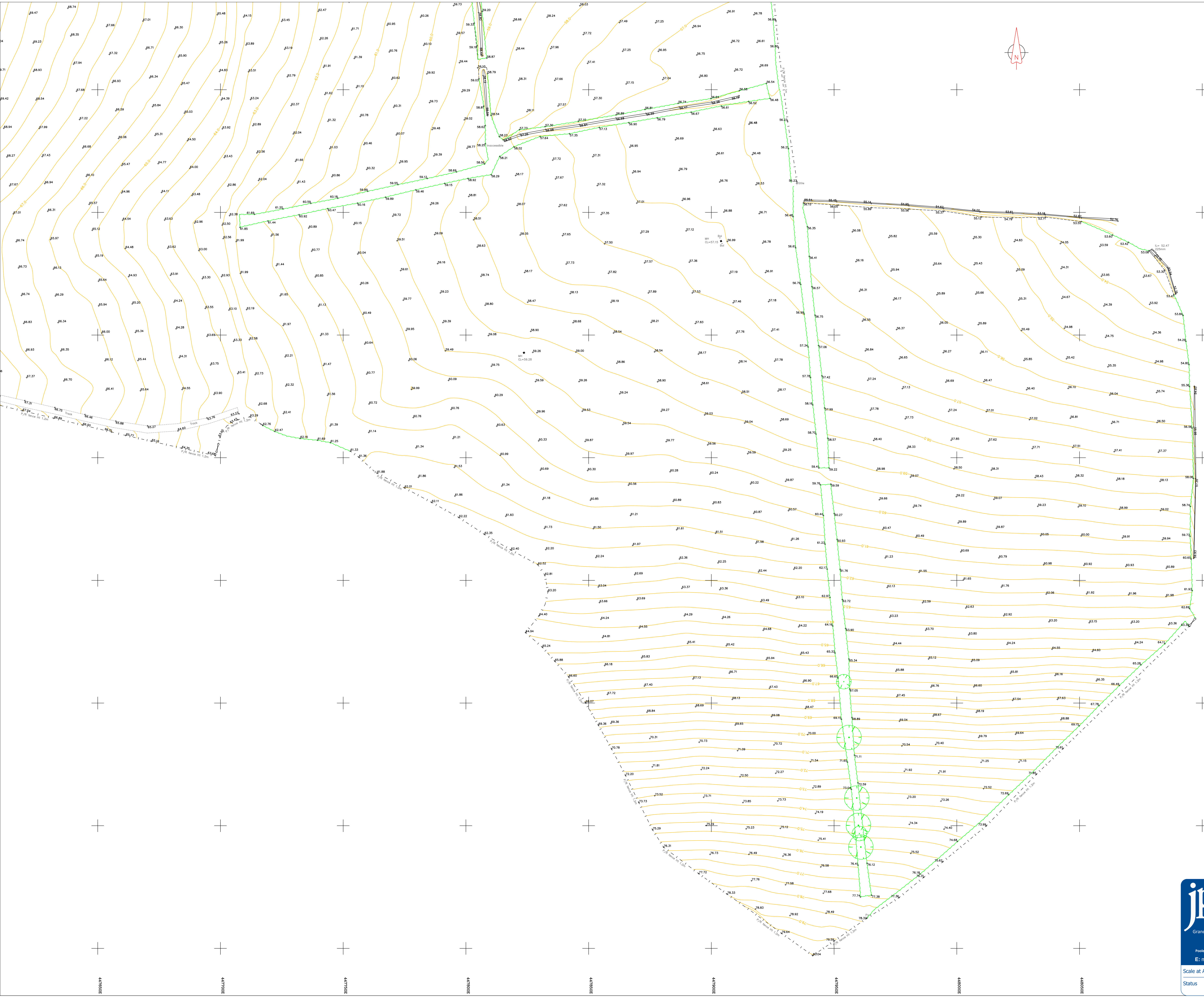
**Northampton**  
 Grand Union Works, Whilton Locks, Daventry  
 Northamptonshire, NN11 2JH  
 T: 01604 781811  
 Milton Keynes Warwick  
 E: mail@jppuk.net W: jppuk.net

**Client** Caddick Group

**Project** Kegworth

**Title** Topographical Survey  
Sheet 1 of 2

Scale at A0	1:500	Drawn by	JG	Checked by	TS	Date	Oct 2023
Status	Project ref	Project no.	27315Y	Checked by	TS	Date	Oct 2023
		Revision	01				



**General notes**  
 Grid and levels have been aligned with OS National Grid OSGRD (15).  
 All dimensions and levels are in metres unless noted otherwise.  
 This plan should only be used for its original purpose. JPP accepts no responsibility if applied to any other party than the original client.

**Survey station information**

STATION	EASTING	NORTHING	LEVEL	TYPE
J1	44748.300	32640.350	72.221	PK NAL
J2	44748.885	32640.551	75.842	PK NAL
J3	44758.743	32678.523	71.779	PK NAL

**Key**

AV	Air Valve	FL	Flood Light	PR	Post & Rail Fence
Bol	Bollard	FW	Foul Water	PW	Post & Wire Fence
BH	Borehole	g	Gully	RE	Rodding Eye
BL	Brd Level	GV	Gas Valve	RS	Road Sign
BT	BT Cover	HL	Height	rw	Rainwater Pipe
CAV	Cable TV Cover	IC	Inspection Chamber	SV	Stop Valve
CB	Close Boarded Fence	IL	Invert Level	svp	Soil & Vent Pipe
CL	Chain Link Fence	IR	Iron Railing	SW	Surface Water
CL	Cover Level	ko	Kent Outlet	TL	Traffic Light
Col	Column	LC	Lighting column	TP	Telegraph Pole
El	Elec	LU	Light Unit	TW	Top of wall
ER	Earth Rod	MH	Manhole	ut	Unable To Lift
EP	Electricity Pole	Mtr	Marker Post	VP	Vent Pipe
FH	Fire Hydrant	OH	Overhead	WL	Water Level
FL	Floor Level	PB	Post Box	WM	Water Meter
		Po	Post	wo	Wash Out

Building		Bottom of Bank	
Control Station		Top of Bank	
Tree		Vegetation	
Bore Hole		Change of surface	
Gate		Fence	
		Contours	
		OH Telecom	
		OH Electric	



**Northampton**  
 Grand Union Works, Whitton Locks, Daventry  
 Northamptonshire, NN11 2JH  
 T: 01504 781811

Pool: Milton Keynes    Warwick  
 E: mail@jppuk.net    W: jppuk.net

**Client** Caddick Group

**Project** Kegworth

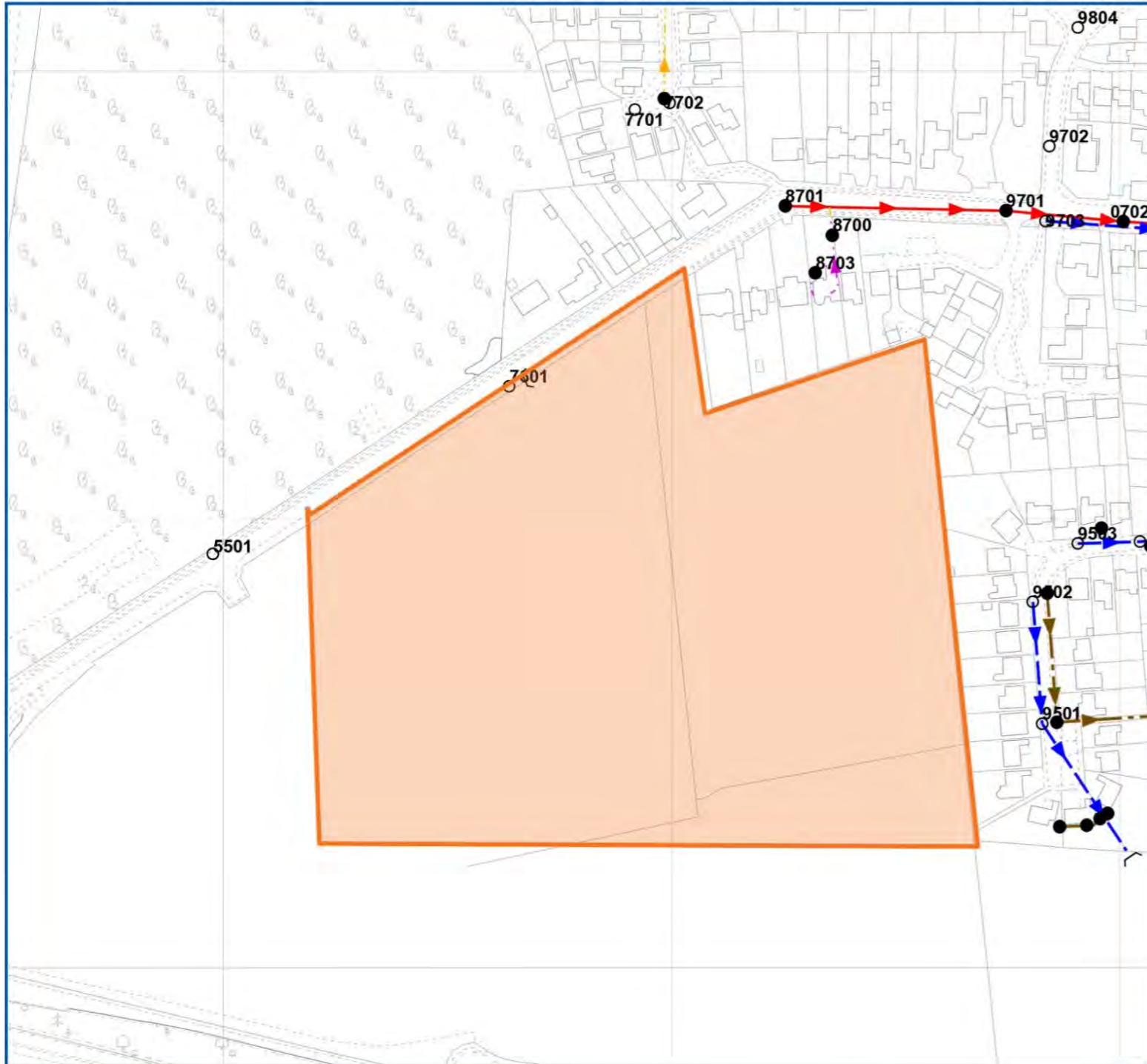
**Title** Topographical Survey  
Sheet 2 of 2

Scale at A0	1:500	Drawn by	JG	Checked by	TS	Date	Oct 2023
Status	Project ref	Project no.	27315Y	Drawing no.	02	Revision	

JPP/DA Document 10/16

## Appendix B – STW Correspondence and Sewer Records





Reference	Cover Level	Invert Level Upstream	Invert Level Downstream	Purpose	Material	Pipe Shape	Max Size	Min Size	Gradient	Year Laid
SK48260508	64.05	62.86	62.28	S	VC	C	<UNK>	<UNK>	76.17	31/12/1899 00:00:00
SK47269703	68.041	67.05	64.86	S	VC	C	150	<UNK>	29.98	31/12/1899 00:00:00
SK47268703	<UNK>	<UNK>	<UNK>	F	<UNK>	U	100	<UNK>	<UNK>	31/12/1899 00:00:00
SK48260507	63.86	62.27	61.76	F	VC	C	150	<UNK>	79.02	31/12/1899 00:00:00
SK47269504	63.72	61.76	61.08	F	VC	C	150	<UNK>	84.03	31/12/1899 00:00:00
SK47269505	62.7299	61.06	60.71	F	VC	C	150	<UNK>	180.57	31/12/1899 00:00:00
SK48260702	66.72	65.54	62.87	C	VC	C	<UNK>	<UNK>	33.7	31/12/1899 00:00:00
SK47269501	62.86	61.55	61.2	S	VC	C	225	<UNK>	193.34	31/12/1899 00:00:00
SK47269502	63.86	62.19	61.56	S	VC	C	225	<UNK>	85.95	31/12/1899 00:00:00
SK47267702	<UNK>	<UNK>	<UNK>	F	VC	C	<UNK>	<UNK>	0	31/12/1899 00:00:00
SK47269503	64.3199	62.96	62.9	S	VC	C	225	<UNK>	434.67	31/12/1899 00:00:00
SK47268701	71.98	70.13	67	C	VC	C	225	<UNK>	31.38	31/12/1899 00:00:00
SK47269701	68.1299	66.98	65.57	C	VC	C	225	<UNK>	36.57	31/12/1899 00:00:00
SK47268700	<UNK>	<UNK>	<UNK>	F	<UNK>	U	100	<UNK>	<UNK>	31/12/1899 00:00:00
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<UNK>	<UNK>	<UNK>	<UNK>	F	VC	<UNK>	<UNK>	<UNK>	<UNK>	10/01/2021 00:00:00

**LEGEND**

Operational Site	Foul Manhole	Transferred Foul Sewer	Private Surface Water Vacuum Sewer	Private Surface Water Lateral Drain	Sewerage Pressure Washout
Waste Water Pump	Surface Water Manhole	Disposal Pipe	Private Combined Vacuum Sewer	Private Combined Lateral Drain	Vent Column
Transferred Asset	Combined Manhole	Overflow Pipe	Private Foul Vacuum Sewer	Private Foul Lateral Drain	Waste Water Outfall
S24	Dual Manhole	Culverted Water Course	Surface Water Siphon	Transferred Surface Water Lateral Drain	Control Valve
S104	Unsurveyed Foul Manhole	Waste Internal Site Pipe	Combined Siphon	Transferred Combined Lateral Drain	Hydrocable
S102	Unsurveyed Surface Water Manhole	Sewer Service Connection	Foul Siphon	Transferred Foul Lateral Drain	Penstock
Null Private	Unsurveyed Combined Manhole	Gravity Sewer Others	Private Surface Water Siphon	Ancillary	Sewerage Isolation Valve
Null	Unsurveyed Unknown Manhole	Pressure Sewer Pipe	Private Combined Siphon	Balancing Lagoon	Sewerage Non Return Valve
None	Gravity Sewer Pipe	Surface Water Pressure Sewer	Private Foul Siphon	Chamber	Print200mLine
Highway Drain	Foul Gravity Sewer	Combined Pressure Sewer	S104 Surface Water Siphon	Flushing Chamber	
Adopted Sewer	Combined Gravity Sewer	Foul Pressure Sewer	S104 Combined Siphon	Interceptor	
Storage	Surface Water Gravity Sewer	S104 Surface Water Pressure Sewer	S104 Foul Siphon	Screen	
DS	S104 Surface Water Gravity Sewer	S104 Combined Pressure Sewer	Surface Water Unsurveyed Pipe	Chamber	
Off-Line Waste Water Storage	S104 Combined Gravity Sewer	S104 Foul Pressure Sewer	Combined Unsurveyed Pipe	Scalway	
On-Line Waste Water Storage	S104 Foul Gravity Sewer	Private Surface Water Pressure Sewer	Foul Unsurveyed Pipe	Overflow	
Wet Well	Private Surface Water Gravity Sewer	Private Combined Pressure Sewer	Disposal Pipe	Fitting	
Waste Water Process Structure	Private Combined Gravity Sewer	Private Foul Pressure Sewer	Service Pipe	Blind Shaft	
111	Surface Water Unsurveyed Pipe	Surface Water Vacuum Sewer	Surface Water Lateral Drain	Facility Connector	
111	Combined Unsurveyed Pipe	Foul Vacuum Sewer	Combined Lateral Drain	Head Node	
1111	Foul Unsurveyed Pipe	Combined Vacuum Sewer	Foul Lateral Drain	Lamphole	
Manhole	Transferred Surface Water Sewer	S104 Surface Water Vacuum Sewer	S104 Surface Water Lateral Drain	Sewerage Air Valve	
Twin Manhole	Transferred Combined Sewer	S104 Combined Vacuum Sewer	S104 Combined Lateral Drain	Sewerage Chemical Injection Point	
		S104 Foul Vacuum Sewer	S104 Foul Lateral Drain	Sewerage Hatch Box	

**MATERIALS**

- NONE
- AC - ASBESTOS CEME
- BR - BRICK
- CC - CONCRETE BOX CULVERT
- CI - CAST IRON
- CO - CONCRETE
- CSB - CONCRETE SEGMENTS (BOLTED)
- CSU - CONCRETE SEGMENTS (UNBOLTED)
- DI - DUCTILE IRON
- GRP - GLASS REINFORCED PLASTIC
- MAC - MASONRY IN REGULAR COURSES
- MAR - MASONRY RANDOMLY COURSED
- PE - POLYETHYLENE
- PF - PITCH
- PP - POLYPROPYLENE
- PSC - PLASTIC STEEL COMPOSITE
- PVC - POLYVINYL CHLORIDE
- RPM - REINFORCED PLASTIC MATRIX
- SI - SPUN (GREY) IRON
- ST - STEEL
- U - UNKNOWN
- VC - VITRIFIED CLAY
- XXX - OTHER

**CATEGORIES**

- W - WEIR
- C - CASCADE
- DB - DAMBOARD
- SE - SIDE ENTRY
- FV - FLAP VALVE
- BD - BACK DROP
- S - SIPHON
- D - HIGHWAY DRAIN
- S104 - SECTION 104

**SHAPE**

- C - CIRCULAR
- E - EGG SHAPED
- O - OTHER
- R - RECTANGLE
- S - SQUARE
- T - TRAPEZOIDAL
- U - UNKNOWN

**PURPOSE**

- C - COMBINED
- E - FINAL EFFLUENT
- F - FOUL
- L - SLUDGE
- S - SURFACE WATER



Severn Trent Water Limited  
 Asset Data Management  
 PO Box 5344  
 Coventry  
 CV3 9FT  
 Telephone: 0345 601 6616

**SEWER RECORD (Tabular)**

O/S Map Scale: 1:2,500  
 This map is centred upon:  
 Date of Issue: 25-10-23  
 X: 447758.67 Y: 326592.45

**Disclaimer Statement**

1 Do not scale off this Map.

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3 On 1 October 2011 most private sewers and private lateral drains in Severn Trent Water's sewerage area, which were connected to a public sewer as at 1 July 2011, transferred to the ownership of Severn Trent Water and became public sewers and public lateral drains. A further transfer takes place on 1 October 2012. Private pumping stations, which form part of these sewers or lateral drains, will transfer to ownership of Severn Trent Water on or before 1 October 2016. Severn Trent Water does not possess complete records of these assets. These assets may not be displayed on the map.

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## James Hall

---

**From:** Network Solutions <Network.Solutions@severntrent.co.uk>  
**Sent:** 27 October 2023 15:02  
**To:** James Hall  
**Subject:** RE: 1098306 Ashby Rd Kegworth

ST Classification: OFFICIAL PERSONAL

Good Afternoon James

Unfortunately I have checked our records again and the only data we have available suggests that the invert Level is 70.13 and cover level is 71.98.

I would suggest that a site survey is undertaken by yourselves to confirm the exact level details.

I can confirm that a proposed pumped connection of 5l/s to m/h 8701 would be acceptable with no adverse effect on the receiving network.

Kind Regards

Michael Taylor  
Network Solutions  
Developer Services

Email. Network.Solutions@severntrent.co.uk



---

James Hall <james.hall@linkeng.co.uk>  
25 October 2023 11:19  
Network Solutions <Network.Solutions@severntrent.co.uk>  
Nicholas Side <nicholas.side@linkeng.co.uk>  
RE: 1098306 Ashby Rd Kegworth

**This is an external email originating outside Severn Trent. Think before you click on links or open attachments.**

Good morning Michael,

Thank you for sending this response across.

The topography of our site (see attached) means that a gravity foul connection into manhole 8701 will not be possible. Your sewer record provides an invert level of manhole 8701 of 70.13m, which is approximately 5m higher than the surface level of the road as shown in the topographical survey.

Could you please verify the invert level of manhole 8701, as there is a clear discrepancy with the survey levels?

We would like to propose a pumped connection from our site into manhole 8701 at a rate of 5l/s. Would this be acceptable?

Please let me know if you require any further information from me.

Kind Regards,

**JAMES HALL** MEng (Hons)

GRADUATE ENGINEER

 [0121 716 0100](tel:01217160100)

 [james.hall@linkeng.co.uk](mailto:james.hall@linkeng.co.uk)

 [www.linkeng.co.uk](http://www.linkeng.co.uk)

Charles House, 148 Great Charles Street,  
Birmingham, B3 3HT

CONNECT ON 



be green, keep it on the screen!

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Network Solutions <[Network.Solutions@severntrent.co.uk](mailto:Network.Solutions@severntrent.co.uk)>

Wednesday, October 25, 2023 9:41 AM

James Hall <[james.hall@linkeng.co.uk](mailto:james.hall@linkeng.co.uk)>

1098306 Ashby Rd Kegworth

ST Classification: OFFICIAL PERSONAL

Good Morning

Please find attached below our Developer Enquiry response letter, along with a sewer record extract and supplementary guidance notes with regard to the above site.

If you have any further queries with regard to our response, please do not hesitate to contact us on the number / email address mentioned below. Please refrain from sending responses to a certain individual directly. Our email address below will ensure that your response is logged and tracked for a response. When responding, please quote our reference number above in all return correspondence.

Kind regards,

Network Solutions

[Michael Taylor](#)  
[Network Solutions](#)



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## Appendix C – Site Photos

PHOTO 1

West of watercourse, bounded by site boundary. Inlet from north along site boundary.



PHOTO 2

Pipe from highway pond  
discharging into watercourse.  
Existing sand bag headwall.



PHOTO 3

East end of ditch; cannot see further due to overgrowth.





PHOTO 4



Northern highway drain manhole



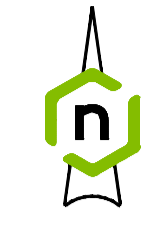


Southern highway drain manhole

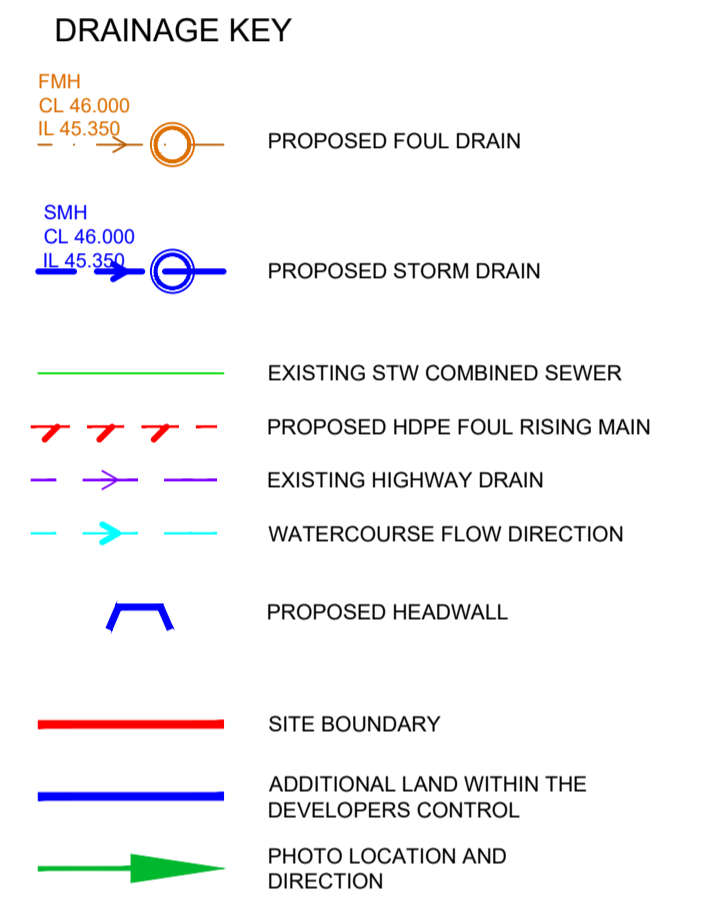
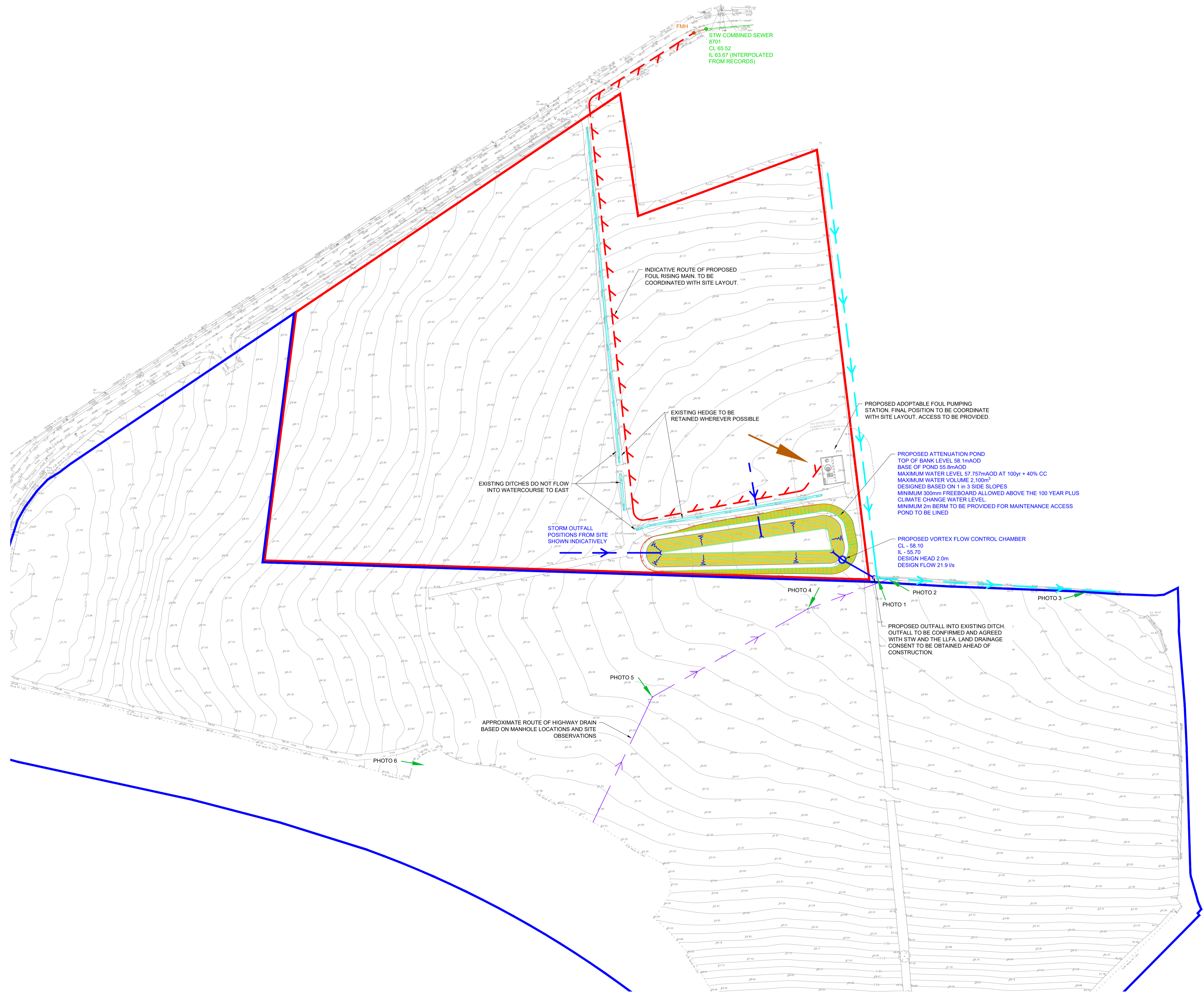


Existing pond at south of site. Photo taken from east of pond facing west.

## Appendix D – Runoff and Storage Calculations, and KG-LE-GEN-XX-DR-CE-500 - Preliminary Drainage Layout



- GENERAL NOTES**
1. THIS DRAWING SHOULD NOT BE REPRODUCED IN WHOLE OR PART WITHOUT THE WRITTEN CONSENT OF LINK ENGINEERING.
  2. DO NOT SCALE FROM THIS DRAWING. UNITS ARE IN METRES UNLESS OTHERWISE SPECIFIED.
  3. THE CONTRACTOR IS TO CHECK ALL INFORMATION PROVIDED PRIOR TO COMMENCING WORKS AND SEEK CLARIFICATION FROM THE ENGINEER IN RESPECT TO ANY AMBIGUITIES FOUND.
  4. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER SCHEME SPECIFIC DRAWINGS.



GROSS SITE AREA 5.625ha  
ASSUMED IMPERMEABLE AREA 3.656ha (65%)  
Qbar - 21.9l/s

A	UPDATED AFTER SITE VISIT	07.11.23	NLS
-	INITIAL ISSUE	27.10.23	NLS
Rev.	Amendments	Date	By

Revisions

Client  
**Caddick Land**

**Link ENGINEERING**  
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Project  
**LE23861 - KEGWORTH**

Drawing  
**PRELIMINARY DRAINAGE STRATEGY**


Scale @ A1  
1:1000

Drawn  
NLS

Checked  
CH

Rev  
A

PROJECT: KEGWORTH-XX-DR-CE-500 PRELIMINARY (S1)

Link Engineering		Page 1
Lombard House 145 Great Charles Street Birmingham, B3 3LP		
Date 06/11/2023 09:46 File PRELIMINARY POND DESIGN 3.SRCX	Designed by User1 Checked by	
Innovyze	Source Control 2019.1	

ICP SUDS Mean Annual Flood

Input

Return Period (years) 100 SAAR (mm) 631 Urban 0.000  
Area (ha) 5.625 Soil 0.450 Region Number Region 4

**Results 1/s**

QBAR Rural 21.9

QBAR Urban 21.9

Q100 years 56.2

Q1 year 18.2

Q30 years 42.9

Q100 years 56.2

Summary of Results for 100 year Return Period (+40%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
15 min Summer	56.738	0.938	21.9	819.9	O K
30 min Summer	56.976	1.176	21.9	1073.7	O K
60 min Summer	57.199	1.399	21.9	1330.0	O K
120 min Summer	57.395	1.595	21.9	1569.6	O K
180 min Summer	57.489	1.689	21.9	1689.7	O K
240 min Summer	57.541	1.741	21.9	1757.6	Flood Risk
360 min Summer	57.584	1.784	21.9	1815.1	Flood Risk
480 min Summer	57.591	1.791	21.9	1823.7	Flood Risk
600 min Summer	57.581	1.781	21.9	1811.2	Flood Risk
720 min Summer	57.562	1.762	21.9	1785.3	Flood Risk
960 min Summer	57.521	1.721	21.9	1731.9	Flood Risk
1440 min Summer	57.440	1.640	21.9	1627.5	O K
2160 min Summer	57.325	1.525	21.9	1482.2	O K
2880 min Summer	57.210	1.410	21.9	1343.3	O K
4320 min Summer	56.948	1.148	21.9	1043.0	O K
5760 min Summer	56.697	0.897	21.9	777.8	O K
7200 min Summer	56.494	0.694	21.9	579.4	O K
8640 min Summer	56.335	0.535	21.9	433.8	O K
10080 min Summer	56.220	0.420	21.5	332.9	O K
15 min Winter	56.835	1.035	21.9	921.0	O K
30 min Winter	57.094	1.294	21.9	1207.4	O K
60 min Winter	57.336	1.536	21.9	1495.9	O K
120 min Winter	57.551	1.751	21.9	1771.2	Flood Risk
180 min Winter	57.657	1.857	21.9	1912.8	Flood Risk
240 min Winter	57.717	1.917	21.9	1995.9	Flood Risk


Storm Event	Rain (mm/hr)	Flooded Volume (m <sup>3</sup> )	Discharge Volume (m <sup>3</sup> )	Time-Peak (mins)
15 min Summer	123.072	0.0	831.1	26
30 min Summer	80.939	0.0	1092.9	41
60 min Summer	50.812	0.0	1387.2	70
120 min Summer	30.900	0.0	1687.5	128
180 min Summer	22.829	0.0	1870.0	188
240 min Summer	18.323	0.0	2001.0	246
360 min Summer	13.340	0.0	2184.7	364
480 min Summer	10.619	0.0	2318.3	482
600 min Summer	8.904	0.0	2429.0	600
720 min Summer	7.707	0.0	2522.0	680
960 min Summer	6.133	0.0	2672.8	792
1440 min Summer	4.438	0.0	2886.9	1046
2160 min Summer	3.206	0.0	3160.7	1456
2880 min Summer	2.543	0.0	3342.5	1876
4320 min Summer	1.832	0.0	3610.2	2676
5760 min Summer	1.451	0.0	3816.6	3352
7200 min Summer	1.210	0.0	3977.5	4040
8640 min Summer	1.042	0.0	4111.9	4680
10080 min Summer	0.919	0.0	4226.1	5352
15 min Winter	123.072	0.0	931.1	26
30 min Winter	80.939	0.0	1222.3	40
60 min Winter	50.812	0.0	1553.9	70
120 min Winter	30.900	0.0	1890.0	126
180 min Winter	22.829	0.0	2094.2	184
240 min Winter	18.323	0.0	2240.7	242

Summary of Results for 100 year Return Period (+40%)

Storm Event	Max Level (m)	Max Depth (m)	Max Control (l/s)	Max Volume (m <sup>3</sup> )	Status
360 min Winter	57.773	1.973	21.9	2074.0	Flood Risk
<b>480 min Winter</b>	<b>57.789</b>	<b>1.989</b>	<b>21.9</b>	<b>2096.9</b>	<b>Flood Risk</b>
600 min Winter	57.789	1.989	21.9	2096.1	Flood Risk
720 min Winter	57.776	1.976	21.9	2078.1	Flood Risk
960 min Winter	57.730	1.930	21.9	2013.5	Flood Risk
1440 min Winter	57.632	1.832	21.9	1878.8	Flood Risk
2160 min Winter	57.478	1.678	21.9	1675.3	O K
2880 min Winter	57.316	1.516	21.9	1470.9	O K
4320 min Winter	56.920	1.120	21.9	1011.7	O K
5760 min Winter	56.543	0.743	21.9	626.6	O K
7200 min Winter	56.280	0.480	21.8	385.2	O K
8640 min Winter	56.122	0.322	20.6	250.4	O K
10080 min Winter	56.033	0.233	19.2	178.3	O K

Storm Event	Rain (mm/hr)	Flooded Volume (m <sup>3</sup> )	Discharge Volume (m <sup>3</sup> )	Time-Peak (mins)
360 min Winter	13.340	0.0	2446.0	358
<b>480 min Winter</b>	<b>10.619</b>	<b>0.0</b>	<b>2595.0</b>	<b>472</b>
600 min Winter	8.904	0.0	2718.2	582
720 min Winter	7.707	0.0	2821.2	692
960 min Winter	6.133	0.0	2986.3	894
1440 min Winter	4.438	0.0	3188.5	1114
2160 min Winter	3.206	0.0	3540.2	1580
2880 min Winter	2.543	0.0	3743.6	2028
4320 min Winter	1.832	0.0	4044.3	2860
5760 min Winter	1.451	0.0	4274.8	3520
7200 min Winter	1.210	0.0	4455.2	4112
8640 min Winter	1.042	0.0	4605.9	4680
10080 min Winter	0.919	0.0	4734.5	5336



Link Engineering		Page 3
Lombard House 145 Great Charles Street Birmingham, B3 3LP	LE23861 - Kegworth Total Site Area - 5.625 Impermeable Area - 3.656	
Date 07/11/2023 10:20 File Preliminary Pond Design 4.SRCX	Designed by User1 NLS Checked by CH	
Innovyze	Source Control 2019.1	

Model Details

Storage is Online Cover Level (m) 57.800

Tank or Pond Structure

Invert Level (m) 55.800

Depth (m)	Area (m <sup>2</sup> )	Depth (m)	Area (m <sup>2</sup> )
0.000	730.9	2.000	1419.0

Hydro-Brake® Optimum Outflow Control

Unit Reference	MD-SHE-0192-2190-2000-2190
Design Head (m)	2.000
Design Flow (l/s)	21.9
Flush-Flo™	Calculated
Objective	Minimise upstream storage
Application	Surface
Sump Available	Yes
Diameter (mm)	192
Invert Level (m)	55.800
Minimum Outlet Pipe Diameter (mm)	225
Suggested Manhole Diameter (mm)	1800

Control Points	Head (m)	Flow (l/s)	Control Points	Head (m)	Flow (l/s)
Design Point (Calculated)	2.000	21.9	Kick-Flo®	1.238	17.4
Flush-Flo™	0.579	21.9	Mean Flow over Head Range	-	19.1

The hydrological calculations have been based on the Head/Discharge relationship for the Hydro-Brake® Optimum as specified. Should another type of control device other than a Hydro-Brake Optimum® be utilised then these storage routing calculations will be invalidated

Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)	Depth (m)	Flow (l/s)
0.100	6.7	0.800	21.5	2.000	21.9	4.000	30.5	7.000	40.0
0.200	17.8	1.000	20.5	2.200	22.9	4.500	32.3	7.500	41.3
0.300	20.4	1.200	18.2	2.400	23.9	5.000	34.0	8.000	42.6
0.400	21.4	1.400	18.5	2.600	24.8	5.500	35.6	8.500	43.9
0.500	21.8	1.600	19.7	3.000	26.6	6.000	37.1	9.000	45.2
0.600	21.9	1.800	20.8	3.500	28.6	6.500	38.6	9.500	46.4

Client:  
**Caddick Land**

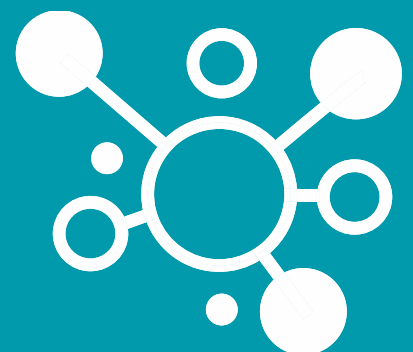
Project:  
**Kegworth  
Leicestershire**

Project No:  
**T24503**

Report Title:  
**Transport Appraisal**

Prepared by:	ES
Authorised by:	JP
Rev:	A
Date:	19/02/24

**Hub Transport Planning Ltd**  
Floor 1B  
4 Temple Row  
Birmingham  
B2 5HG  
T. 0121 454 5530



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<b>3.2</b>	<b>Walk Distances</b>
<b>3.3</b>	<b>Cycle Distances</b>

### DRAWINGS

<b>T24503.001 rev A</b>	<b>Proposed Site Access Junction Layout with Visibility Splays</b>
<b>T24503.002</b>	<b>Proposed Site Access Junction Swept Path Analysis 01</b>

### APPENDICES

<b>Appendix A</b>	<b>Crashmap Data</b>
<b>Appendix B</b>	<b>TRICS Output</b>
<b>Appendix C</b>	<b>Distribution and Assignment</b>

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Caddick Land to provide transport advice for a proposed residential development on land to the southwest of Kegworth, Leicestershire.
- 1.2 It is intended that the site will provide c.150 dwellings accessed from Ashby Road; the site location is shown on **Figure 1.1**.

## Structure of the Report

- 1.3 This report has been prepared to provide advice regarding the access strategy for the site, including reference to local facilities.
- 1.4 Following this introduction, the report is set out as follows:
  - Section 2.0 – Baseline Conditions;
  - Section 3.0 – Local Facilities and Sustainable Transport;
  - Section 4.0 – Development Proposals;
  - Section 5.0 – Summary.

## Limitations of the Report

- 1.5 This report has been undertaken at the request of Caddick Group, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.6 This report has been compiled using data from a number of external sources (such as TRICS and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

## 2.0 Baseline Conditions

### Site Location

- 2.1 The site is located northwest of Kegworth, approximately 740m west of the centre of the settlement/high street; Kegworth is identified as a local service centre in the Local Plan.
- 2.2 The site is bounded by agricultural land to the west and south of the site, with existing residential dwellings to the east and Ashby Road to the north.

### Local Highway Network

- 2.3 Ashby Road is a local collector road running in a northeast-southwest direction to the north of the site; it is c.6.0m wide and is subject to a 30mph speed limit that changes to the national speed limit (60mph for cars) along the site frontage.
- 2.4 To the east of the site, Ashby Road widens out towards Kegworth, but with intermittent on-street parking narrowing the available width for traffic; however, it is worth noting that traffic delays are negligible on the basis that there is an existing bus gate to the west of the site which generally results in no traffic other than buses passing the site (alongside an occasional refuse collection or council maintenance vehicle).
- 2.5 Within Kegworth, traffic delays at the existing junctions are low with minimal queues forming during peak hours, other than at the signalised Derby Road/Packington Hill/Side Ley junction which queues on the approaches during the red stages (as would be expected). However, delays are not significant here during the peak hours, and the queues on the approaches generally clear completely during the green phase.
- 2.6 Pedestrian access to the east of the site is provided via the existing footway network which provides a c.1.8 to 2.0m wide footway into the centre of Kegworth on the southern side of Ashby Road, and a c.1.0 to 1.5m footway on the northern side of Ashby Road. To the west of the site, the footway provision on the northern side of Ashby Road is limited in width, at c.1.0 to 1.2m, but set within an overall verge width of c.2.5m.
- 2.7 The site will tie into the existing footway network, which is lit and provides a continuous connection to the centre of Kegworth.

### Accident Data

- 2.8 In order to provide an initial view of road safety across the immediate highway network, Personal Injury Accident (PIA) data has been obtained from the Crashmap website for the latest five-year period available (covering the period between Jan 2018 and Dec 2022).
- 2.9 A total of five PIAs have occurred across the surrounding highway network, all of which were slight in severity; however, it is worth noting that three of these accidents occurred in 2018; as such, there have only been two PIAs since 2019. The Crashmap extract is provided as **Appendix A**.
- 2.10 Whilst the overall frequency of accidents and lack of any notable clustering does not raise any immediate concerns, at application stage the latest PIA data available would be obtained from the highway authority and incorporated into the supporting report at that time.
- 2.11 This will assist in determining if there are any specific causation issues that need to be addressed as part of the development proposals.

## 3.0 Local Facilities and Sustainable Transport

### Local Facilities

- 3.1 It is generally understood that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. The suggested acceptable walking distances to common facilities are presented in **Table 1** below.

**Table 1 – Suggested Walking Distances (IHT Guidelines)**

	Town Centre (m)	Commuting/Schools/ Sightseeing (m)	Elsewhere
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 3.2 In addition to the IHT guidance, Manual for Streets (MfS) and the National Design Guide (2021) states that ‘walkable neighbourhoods’ are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.
- 3.3 MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.
- 3.4 Table NTS0303 of the 2022 National Travel Survey (released August 2023) indicates that the average walk trip distance in 2022 was 0.7 miles or 1.12km.
- 3.5 The 2022 National Travel Survey also states that walking was the most frequent mode used for short trips, with 83% of trips under one mile being undertaken by foot in 2022; this is a slight increase compared to 2021 (82%) and 2019 (80%).
- 3.6 There is also potential for short car trips to be substituted for cycle trips, and for longer trips to be substituted by a combination of cycle and public transport trips.
- 3.7 The CIHT Planning for Cycling document (2014) states that *“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a)”*.
- 3.8 The DfT Cycling and Walking Investment Strategy (2017) also refers to the threshold of 5 miles (or 8km), stating that *“Two out of every three personal trips are within five miles - an achievable distance to cycle for most people, with many shorter journeys also suitable for walking”*.
- 3.9 In terms of the 2022 National Travel Survey, Table NTS0303 indicates that the average cycle trip distance (for all purposes) in 2022 was 3.6 miles or 5.76km; therefore, it is reasonable to consider cycling as a viable mode of travel for distances up to 8km.

3.10 **Figure 3.1** indicates the location of the site in relation to the available nearby facilities. A list of these facilities and their distances from the centre of the site are provided in **Table 2** below.

**Table 2 – Local Facilities**

Facility	Distance from Site
Play Area	270m
Handkerchief Day Nursery	700m
Kegworth Primary School	800m
The Red Lion	850m
The Big Fish and Chip Shop	900m
Kegworth Baptist Church	900m
Boots Pharmacy	1.0km
Zaika Restaurant	1.1km
Co-op Food Shop and ATM	1.1km
Orchard Surgery	1.1km
Kegworth Village Hall	1.4km
Kegworth Town Cricket Club	1.4km
Kegworth Village Hall Pre School	1.4km
Kegworth Tennis Club	1.4km

3.11 As demonstrated in **Table 2** there will be numerous facilities and employment opportunities accessible to the site by sustainable methods, such as walking and cycling.

#### Accessibility by Foot

3.12 Footways are present along Ashby Road on both the northern and southern sides of the carriageway which connect the site with the centre of Kegworth to the east, and with Donington Park, East Midlands Airport and Castle Donington to the west (via the bridge over the M1).

3.13 At the southeast corner of the site, there is a Public Right of Way (PRoW) connecting Springfield with Ashby Road, which provides an alternative route into Kegworth to the east and to Ashby Road and the area to the west of the M1.

3.14 The quality of the existing walking and cycling routes will be examined in more detail as part of any future transport assessment, and mitigation/improvements incorporated into the development site proposals.

3.15 At this stage, it would be expected that the existing footway on the northern side of Ashby Road as it heads west towards the M1 will be widened and resurfaced to provide better connectivity with the employment areas to the west of the site.

3.16 The 800m, 1.2km and 2.0km walking distances are shown on **Figure 3.2**.



### Accessibility by Cycle

- 3.17 It is considered that the local roads are appropriate for on-road cycling between the site and the centre of Kegworth as upon entering the settlement along Ashby Road the speed limit is 30mph and the route is well-lit, thus should be suitable for most cyclists.
- 3.18 To the west of the site, Ashby Road is very lightly trafficked (due to the bus gate) and thus on-road cycling up to the bus gate, at which point there are formal cycling facilities, is considered appropriate; the local cycle route provision then connects across the M1 via a traffic-free bridge, with connectivity provided across the signalised junction with the A453 and into Donington Park, south to East Midlands Airport, and west to Castle Donington.
- 3.19 To the south, the local cycle routes connect to National Cycle Network (NCN) Route 15, which connects with Belton before merging with Route 6, providing cyclists with the option to access Shepshed and Loughborough.
- 3.20 A wide range of local facilities are comfortably within a 5.0km cycling distance of the site, including multiple settlements across the area.
- 3.21 It is considered that site is well located to enable residents to cycle across the surrounding network to access employment opportunities, services, the train station at East Midlands Parkway and local schools including Castle Donington College.
- 3.22 The 5.0km and 8.0km cycle distances alongside the NCN routes are shown on **Figure 3.3**.

### Accessibility by Bus

- 3.23 The closest bus stop to the site is located c.290m from the centre of the site along Ashby Road (Suthers Road stop). This is a flagpole stop, which can be accessed from the footway network along Ashby Road.
- 3.24 The bus stop currently provides access to the Skylink Derby bus service.
- 3.25 There is also another bus stop within c.710m just after Kegworth Bypass (SPLEMG Bus Interchange Stop) which is a bus shelter with seating both inside and outside.
- 3.26 This stop provides more services, providing a comprehensive bus service for Kegworth which provides connections to both the local and wider area.
- 3.27 The bus service at SEGRO Logistics Park East Midlands Gateway is a new service and encourages sustainable travel for employees, providing free travel between the entrance to the site and each of the employment units on site.
- 3.28 Both bus stops are served by the Skylink Derby service, but the SPLEMG Bus Interchange Stop also provides the Skylink Nottingham and the 9 service, a summary of which can be seen in **Table 3**.

**Table 3 – Local Bus Services**

Service	Route	Frequency (approx.)		
		Mon-Fri	Sat	Sun
Skylink Derby	Derby – Airport – Loughborough – Leicester	1 bus per hour between 12am-4am and 9pm-12am.  2-4 buses per hour outside of these hours.	1 bus per hour between 12am-4am and 9pm-12am.  2-4 buses per hour outside of these hours.	1 bus per hour between 12am-4am and 9pm-12am.  2-3 buses per hour outside of these hours.
Skylink Nottingham	East Midlands Airport – Long Eaton – Nottingham	1 bus per hour between 12am-5am and 9pm-12am.  1-3 buses per hour outside of these hours.	1 bus per hour between 12am-5am and 9pm-12am.  2 buses per hour, with an additional service between 7pm and 8pm.	1 bus per hour between 12am – 8am.  2 buses per hour between 6pm-7pm.  1 bus per hour between 9pm – 12am.
9	Ashby-de-la-Zouch – Woodville – Swadlincote & Buron	1 bus per hour between 4am – 10pm.	1 bus per hour between 4am – 10pm.	1 bus per hour between 4am – 10pm.

**Accessibility by Rail**

- 3.29 The nearest rail station to the site is East Midlands Parkway, c.4.0km from the centre of the site.
- 3.30 The station is accessible via either a 16-minute cycle ride or a short car journey.
- 3.31 The station benefits from 885 car parking spaces, 22 of which are accessible and 20 sheltered cycle storage spaces.
- 3.32 There is an extensive service operating at East Midlands Parkway which provides up to six trains per hour towards Lincoln Central, London St Pancras (Intl), Nottingham, Leicester and Sheffield; this provides very good rail connectivity for both short and long-distance destinations.
- 3.33 The weekday and Saturday services run from early morning until very late at night.
- 3.34 On Sundays, services remain frequent, but start slightly later in the morning and finish slightly earlier in the evening.

## 4.0 Site Access and Development Proposals

### Site Access

- 4.1 The proposed site access junction will take the form of a priority-controlled T-junction from Ashby Road.
- 4.2 The proposed site access junction layout is shown on drawing **T24503.001** and provides an access junction with 6.0m entry and exit radii, a 5.5m carriageway and 3.0m shared footway/cycleway provision (in accordance with LTN 1/20), connecting into Ashby Road.
- 4.3 The visibility splays shown are 2.4m x 73m in each direction, which accords with vehicles speeds of 36 to 40mph from Table DG4 of the Leicestershire Highways Design Guide; this allows for vehicles travelling above the prevailing speed limit of 30mph, on the basis that the site access junction location is proposed at the location where the 30mph speed limit changes to the national speed limit.
- 4.4 There are two potential options for the speed limit; the first is that it is simply relocated slightly to the west of the proposed site access junction, i.e. a distance of c.10 to 15m; or the second option is that as the existing rural nature of the west of Kegworth along Ashby Road will materially change (in terms of there being development frontage and thus impact on driver behaviour) as a result of the proposed development, the 30mph speed limit could be relocated to the western edge of the development site. This would be discussed with the LHA during the course of any subsequent application.
- 4.5 Drawing **T24503.002** provides; also included in the appendix is swept path analysis which demonstrates that the largest vehicle expected to use the access, a large refuse vehicle, can be accommodated without issue.
- 4.6 It is expected that the development traffic will have a negligible impact on the local highway network during the morning and evening peak hours; however, the technical scope of any future Transport Assessment (TA) will be agreed with the LHA at the appropriate time, following which the subsequent TA report will consider the development traffic impacts in detail and any required mitigation to address those impacts.

### Traffic Generation

- 4.7 This appraisal considers a proposed development of up to 150 dwellings.
- 4.8 The TRICS database (v.7.10.4) has been used to determine the potential traffic generation for the proposed development; the output is provided as **Appendix B** to this report and is summarised in **Table 6** below.
- 4.9 The traffic generation for the proposed development has been derived using the TRICS database 7.10.4 and has been carried out in accordance with the TRICS Good Practice Guide.
  - Land Use – Residential, Privately Owned
  - Regions – United Kingdom (excl. Northern Ireland and Greater London)
  - Units – 50 to 300 dwellings
  - Data Range – 01/01/2015 to 01/01/2024 (excluding sites surveyed during the COVID-19 pandemic)
  - Days – Weekdays
  - Locations – Suburban Area and Edge of Town

**Table 4 – TRICS Vehicle Trip Rates – Residential (150 Dwellings)**

Peak Period	Trip Rate (per dwelling)		Vehicle Trips (150 dwellings)		Total
	In	Out	In	Out	
AM	0.143	0.381	21	57	78
PM	0.352	0.159	53	24	77

AM peak is 08:00-09:00, PM peak is 17:00-18:00; trips are rounded.

- 4.10 The traffic generation detailed in **Table 4** above indicates that the proposed development is forecast to generate 78 two-way vehicle trips in the AM peak, and 77 two-way vehicle trips in the PM peak.
- 4.11 This represents just over one additional vehicle per minute across the highway network during the morning and evening peak hours.

**Traffic Distribution and Assignment**

- 4.12 The forecast residential development traffic has been distributed across the highway network based on 2011 Census Origin/Destination Travel to Work data (using MSOA area – North West Leicestershire 002 as the place of residence).
- 4.13 The full details of this data are included in this report as **Appendix C**.
- 4.14 Traffic has been assigned to the network using Google online route mapping tools.
- 4.15 The resulting assignment across the local highway network is as follows.
- M1 (S)/Kegworth Interchange Rdbt/Derby Rd/Ashby Rd (E): 31.67%
  - M1 (N)/Kegworth Interchange Rdbt/Derby Rd/Ashby Rd (E): 9.35%
  - A453 (NE)/Kegworth Interchange Rdbt/Derby Rd/Ashby Rd (E): 11.53%
  - A453 (W)/A453 (S)/A6 (E)/Broadhill Rd/Ashby Rd (E): 6.86%
  - A42 (NE)/A453 (S)/A6 (E)/Broadhill Rd/Ashby Rd (E): 10.04%
  - A6 (NW)/Broadhill Rd/Ashby Rd (E): 17.38%
  - A50 (N)/Kegworth Interchange Rdbt/Derby Rd/Ashby Rd (E): 11.45%
  - Whatton Rd (N)/Broadhill Rd/Ashby Rd(E) 1.72%
- 4.16 The highest traffic impacts will be within Kegworth to the east of the site, from where up to 52 two-way vehicle movements will pass through the Kegworth Interchange Roundabout (M1 Junction 24), with the remaining vehicle movements passing through Kegworth to the southeast and southwest.
- 4.17 The development distribution and assignment is provided as **Appendix C**.

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## 5.0 Summary and Conclusion

### Summary

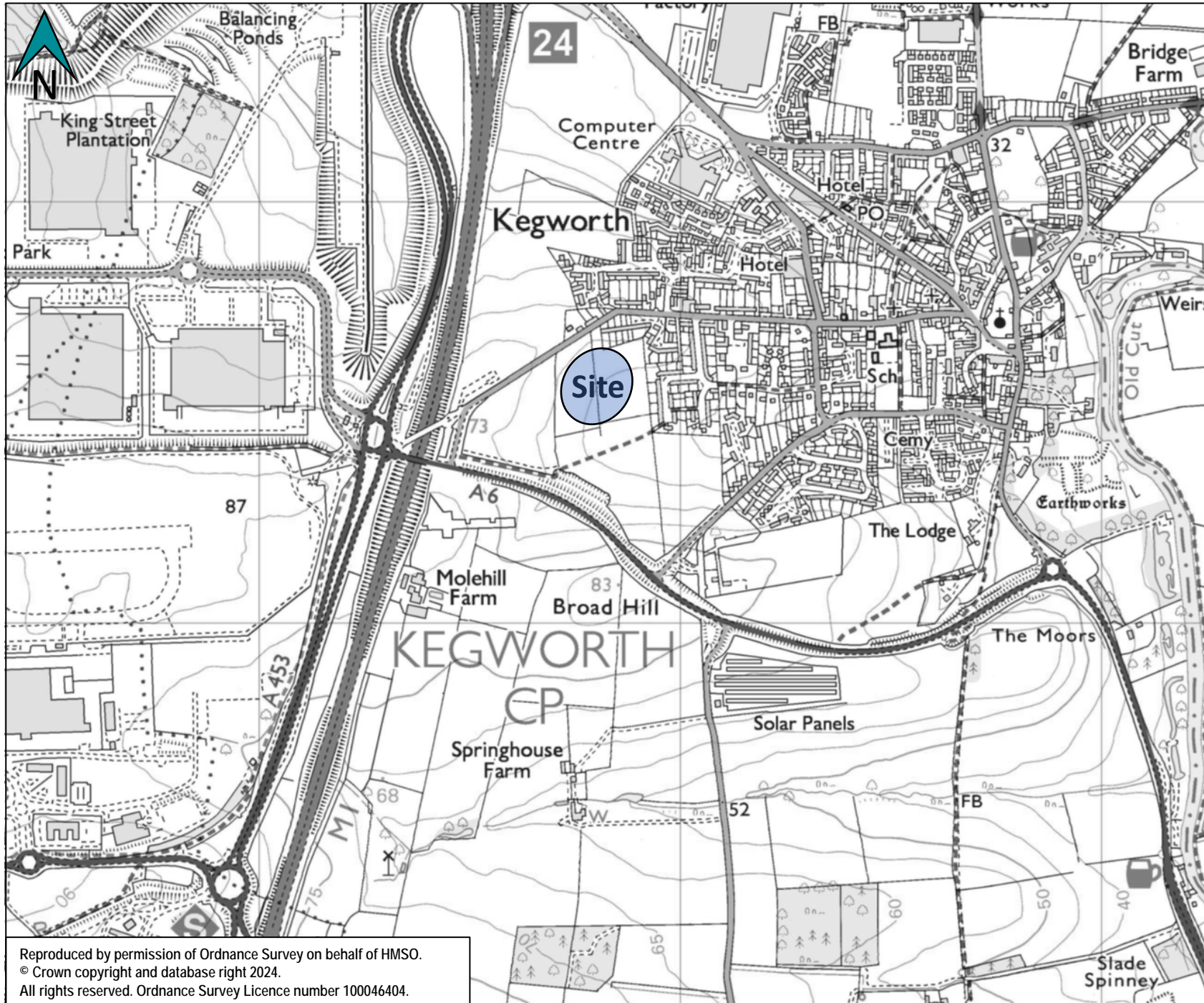
- 5.1 Hub Transport Planning Ltd has been commissioned by Caddick Land to produce a Transport Assessment for a proposed residential development of up to 150 dwellings on land to the south of Ashby Road, Kegworth.
- 5.2 A review of accident data in the vicinity of the site does not suggest there are any specific highway safety issues that would need to be addressed; however, further consideration of accidents will be examined as part of any subsequent planning application.
- 5.3 Bus service provision across the area is good and is situated within walking distance of the site.
- 5.4 The site is also sustainably located in respect of walking and cycling trips to local facilities, service, employment areas and schools.
- 5.5 The proposed residential development will generate approximately just over one vehicle movement every minute, which is considered minimal; however, the impact of this will be assessed as part of any subsequent TA report.

### Conclusion

- 5.6 This report has demonstrated that safe and suitable access can be provided from Ashby Road for vehicular, pedestrian and cycle traffic.
- 5.7 The access and development traffic impacts will be explored further and refined during detailed consultation with the local highway authority, with further capacity analysis undertaken at the appropriate stage, as required.

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## Figures

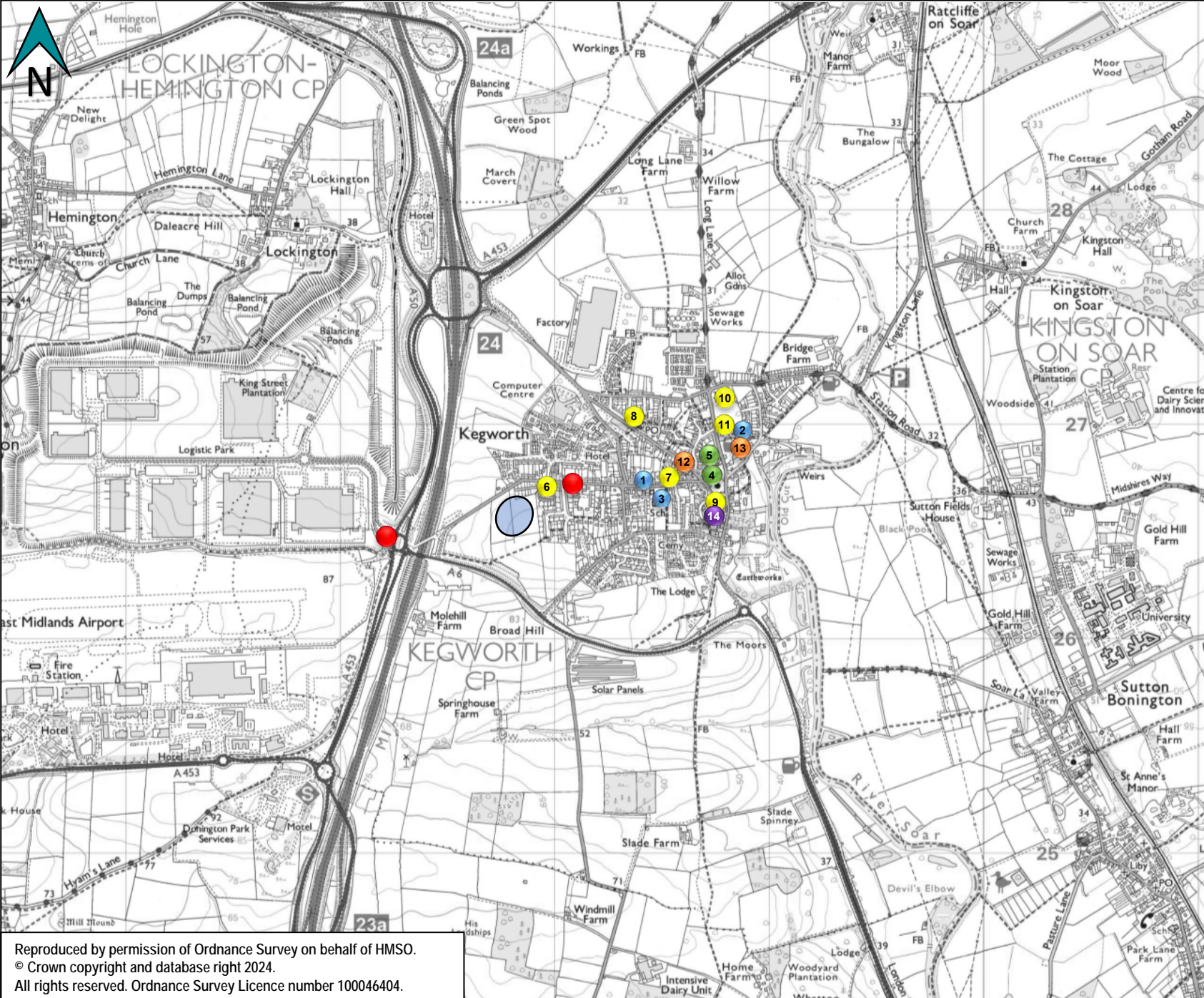


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Not to Scale  
 T24503  
 Kegworth  
**Figure 1.1 – Site Location**





- Legend**
- Bus Stop
  - 1 Handkerchief Day Nursery
  - 2 Kegworth Village Hall Pre-School
  - 3 Kegworth Primary School
  - 4 Boots Pharmacy
  - 5 Orchard Surgery
  - 6 Play Area
  - 7 The Red Lion
  - 8 The Big Fish and Chip Shop
  - 9 Zaika Restaurant
  - 10 Kegworth Town Cricket Club
  - 11 Kegworth Town Tennis Club
  - 12 Kegworth Baptist Church
  - 13 Kegworth Village Hall
  - 14 Co-op Food Shop and ATM
  - Site



Not to Scale  
 T24503  
 Kegworth  
**Figure 3.1 – Facilities Map**

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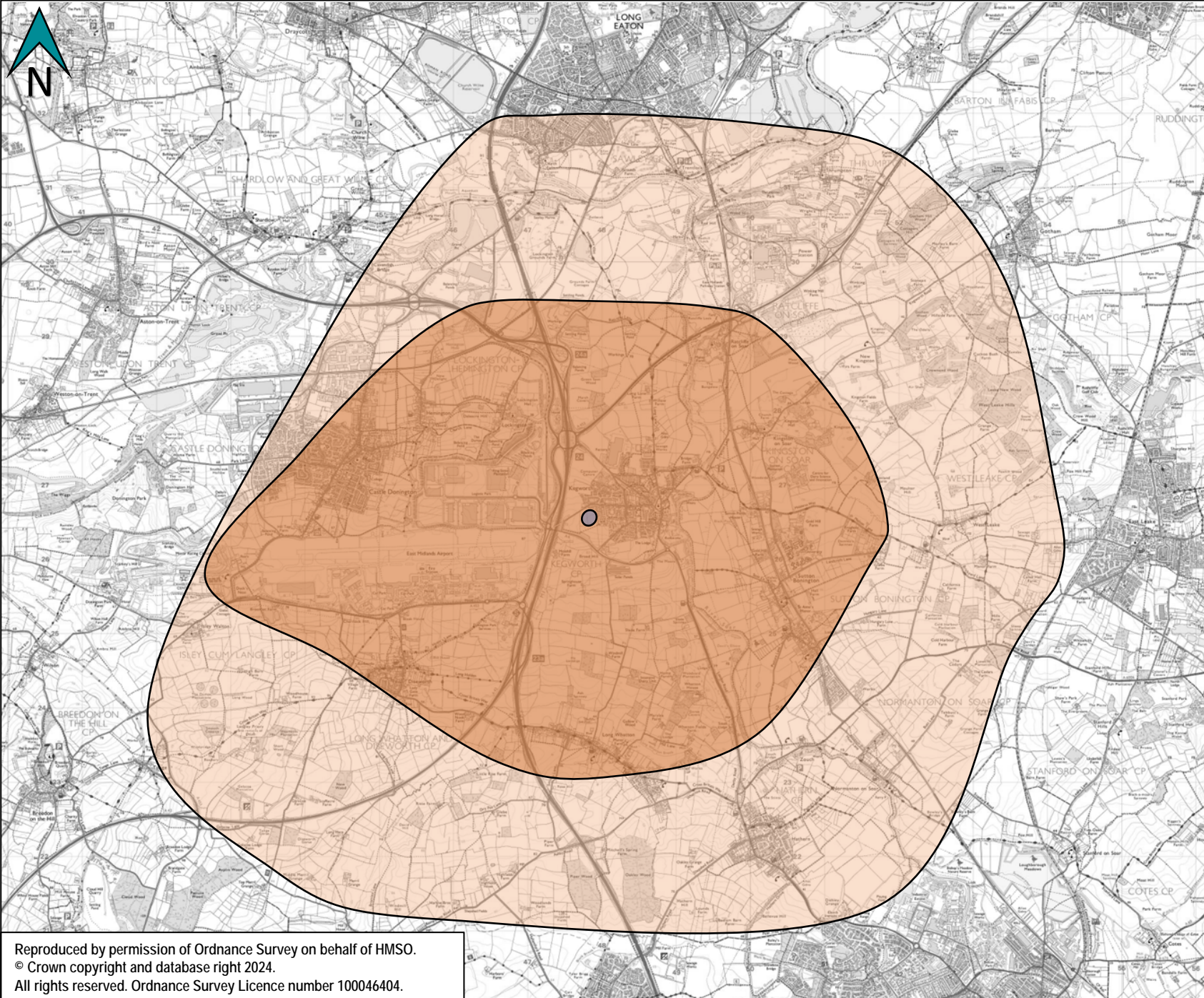


- Legend**
- 800m
  - 1.2km
  - 2.0km
  - Site



Not to Scale  
 T24503  
 Kegworth  
**Figure 3.2 – Walking Distances**

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**Legend**

- 5.0km
- 8.0km
- Site

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TRANSPORT PLANNING LTD

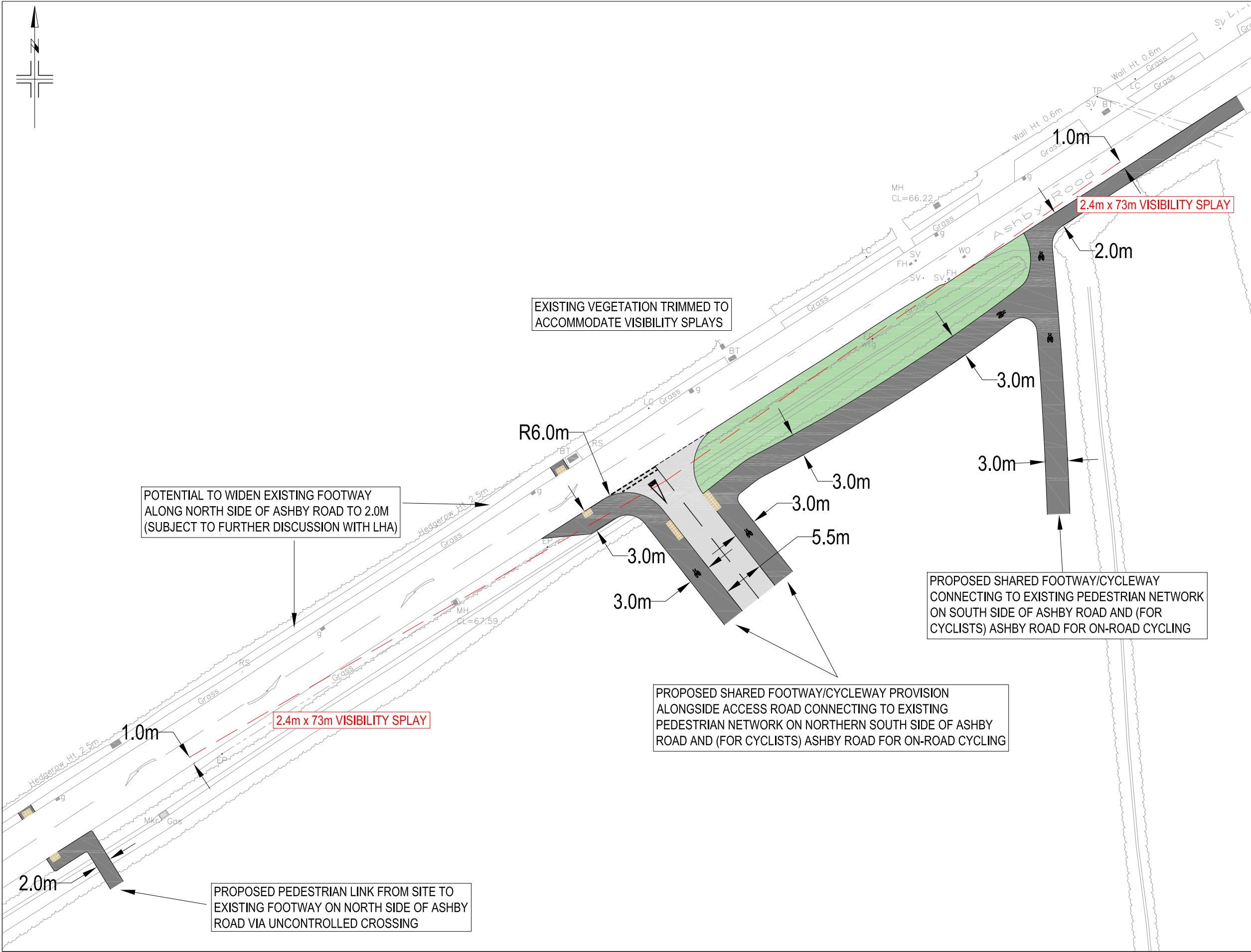
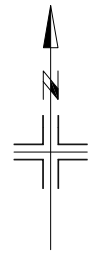
*Not to Scale*  
T24503  
Kegworth  
**Figure 3.3 – Cycling Distances**

**T24503**  
**Kegworth**



---

## Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
A	DRAWING UPDATED FOLLOWING CLIENT COMMENTS	19.02.24	JP	GM

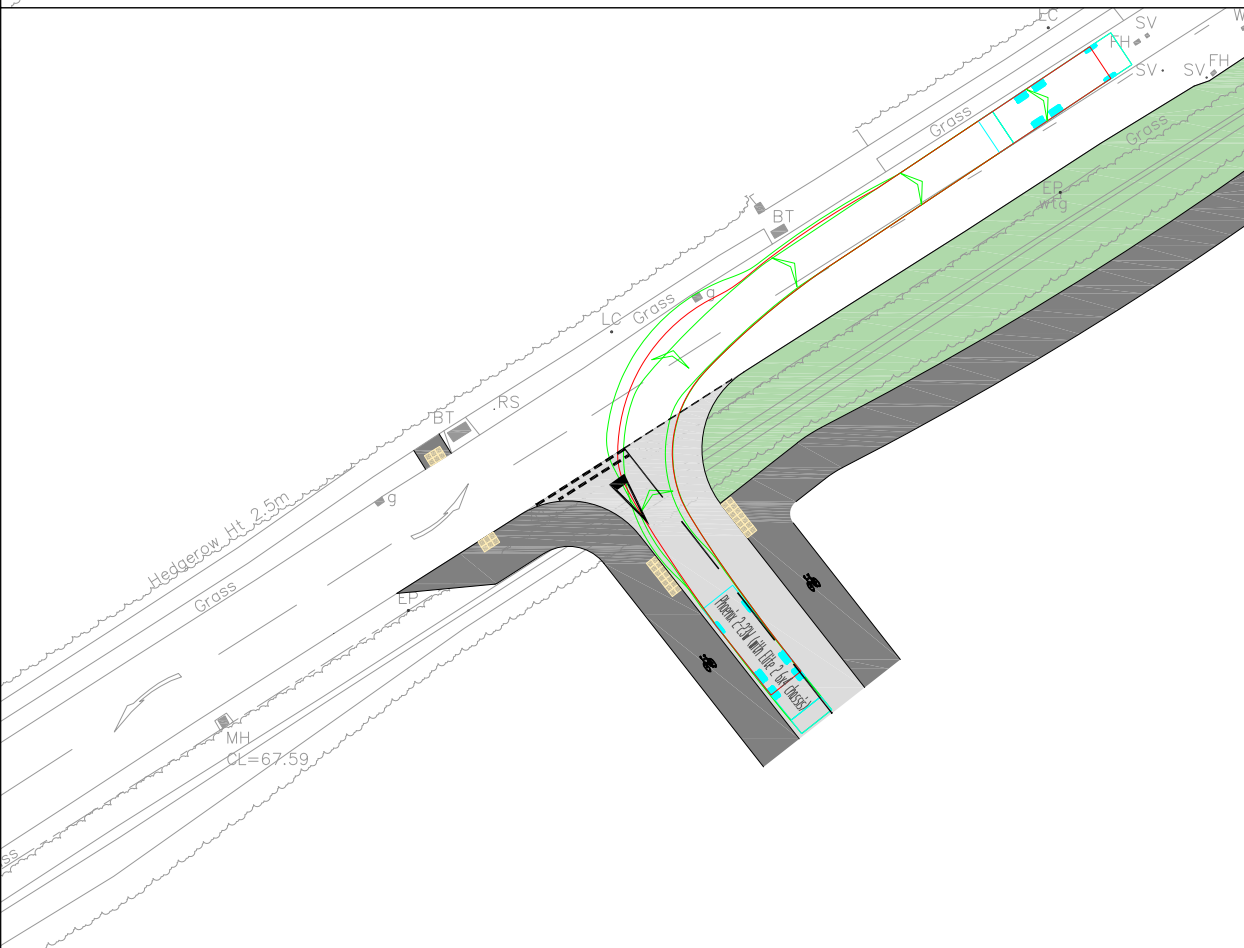
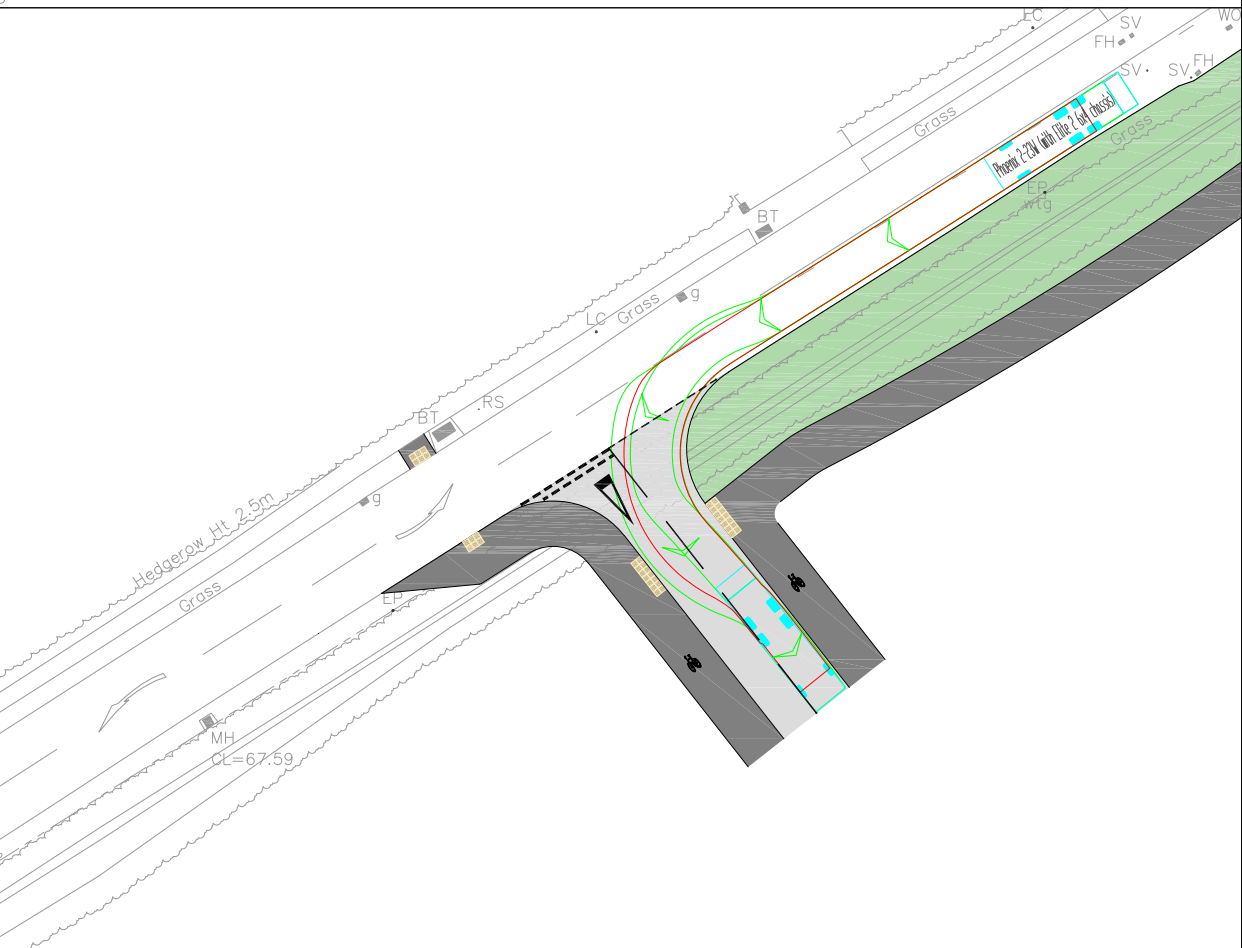
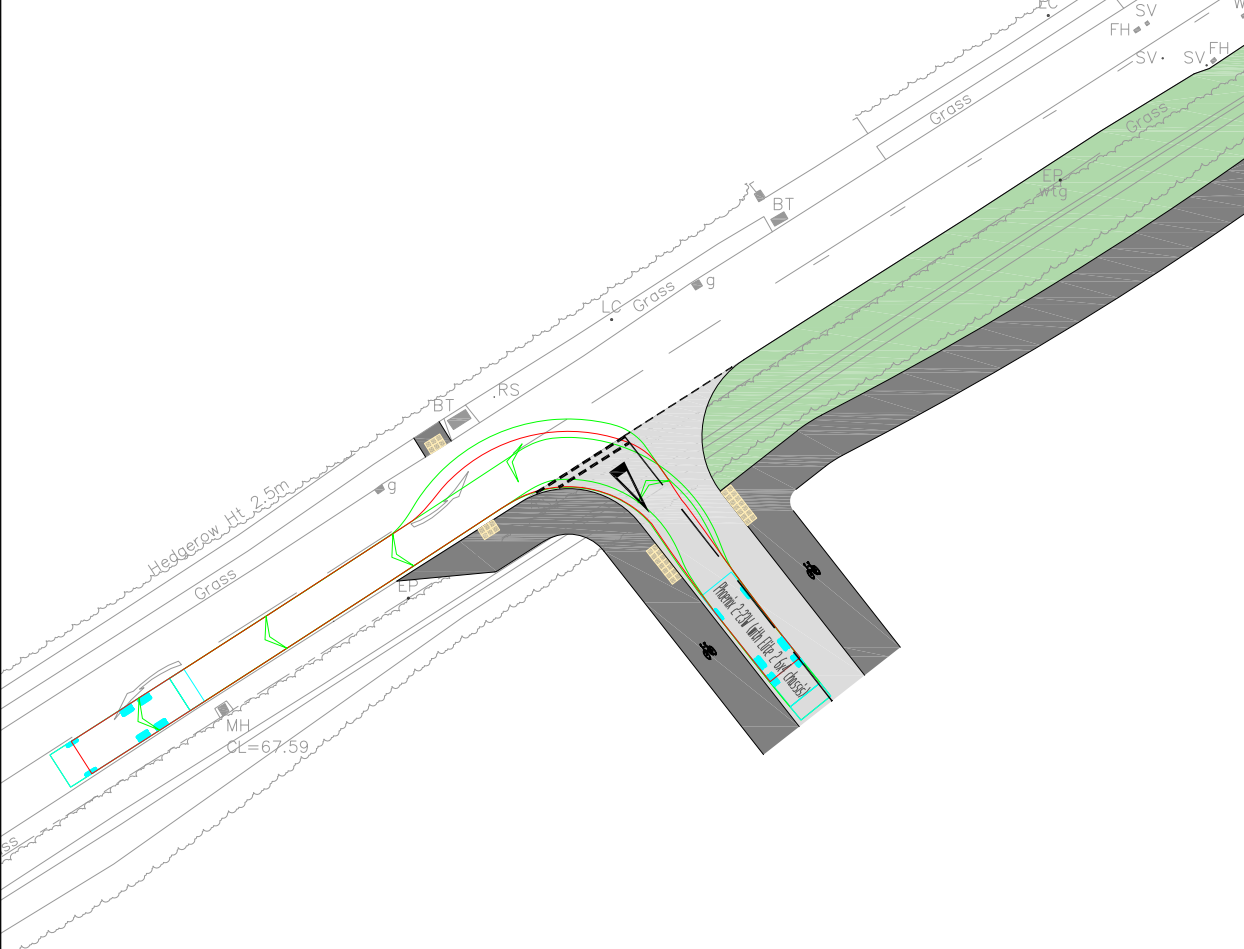
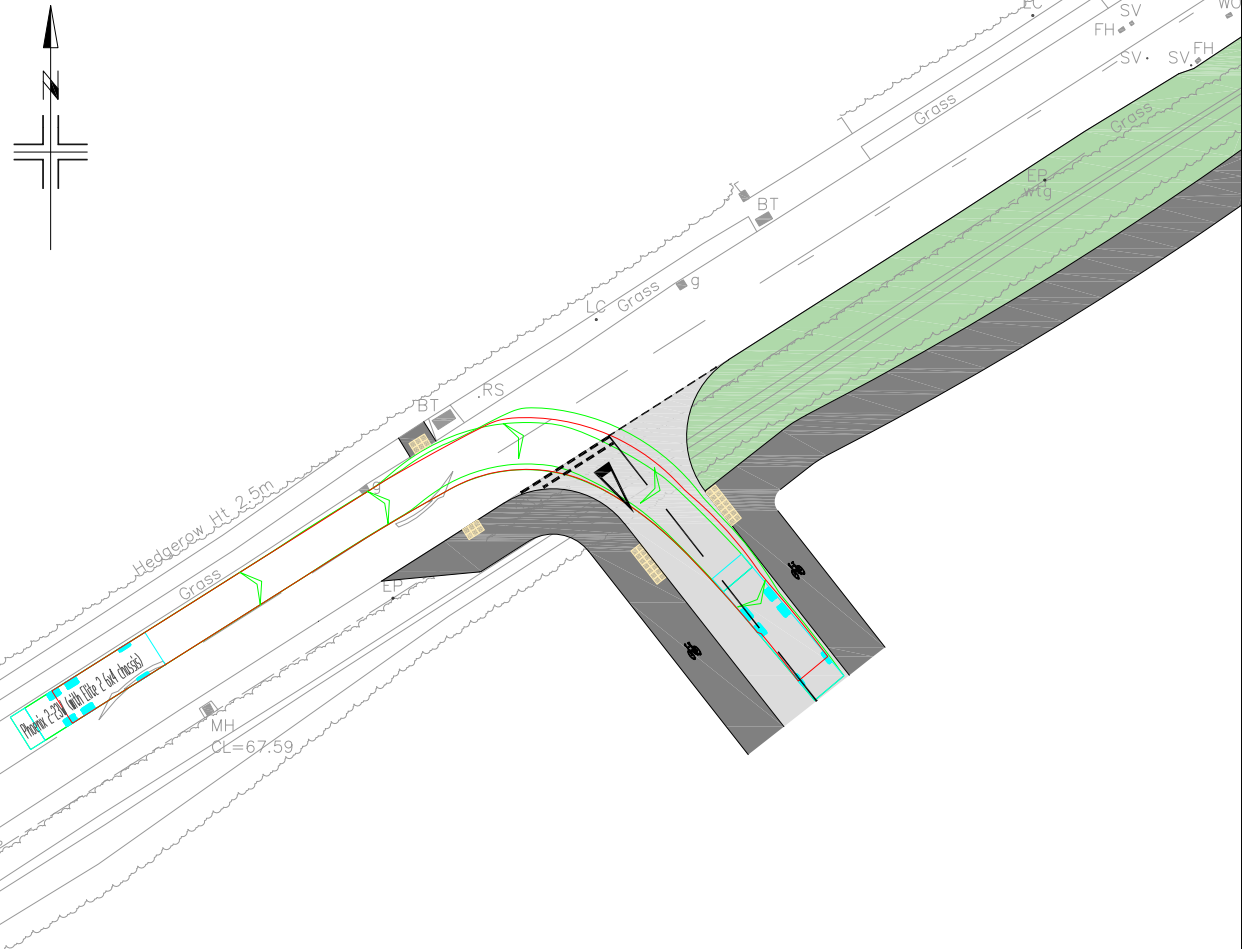
Hub Transport Planning Ltd  
 Floor 1B  
 4 Temple Row  
 Birmingham  
 B2 5HG  
 T : 0121 454 5530

CLIENT  
**CADDICK GROUP**

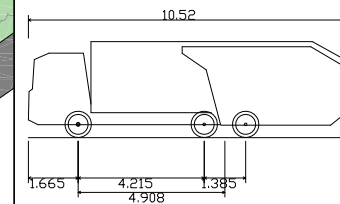
PROJECT  
**KEGWORTH**

TITLE  
**PROPOSED SITE ACCESS JUNCTION LAYOUT WITH VISIBILITY SPLAYS**

DRAWN BHB	AUTHORISED JP	SCALE 1:500	SHEET SIZE A3	DATE 01.02.24
PROJECT NO. T24503	DRAWING NO. 001	REV A		



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.



Phoenix 2-23W (with Elite 2 6x4 chassis)  
 Overall Length 10.520m  
 Overall Width 2.530m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 9.950m

REV	DESCRIPTION	DATE	BY	AUTH



Hub Transport Planning Ltd  
 Floor 1B  
 4 Temple Row  
 Birmingham  
 B2 5HG  
 T : 0121 454 5530

CLIENT  
**CADDICK GROUP**

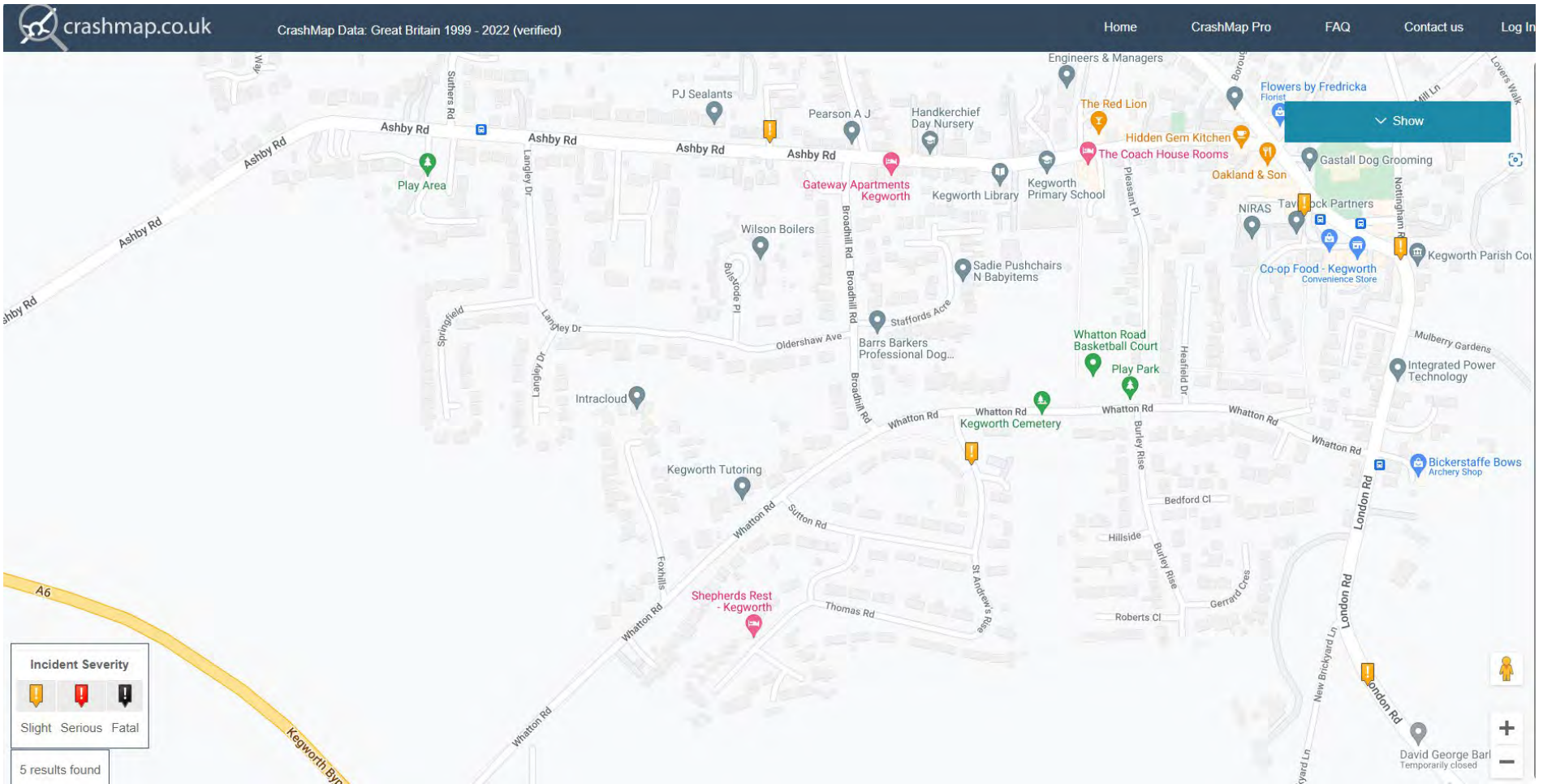
PROJECT  
**KEGWORTH**

TITLE  
**PROPOSED SITE ACCESS JUNCTION  
 SWEEP PATH ANALYSIS 01**

DRAWN BHB	AUTHORISED JP	SCALE 1:500	SHEET SIZE A3	DATE 01.02.24
PROJECT NO. T24503		DRAWING NO. 002		REV -

## Appendix A

### Crashmap Data



(Source: Crashmap.co.uk; Google.co.uk/maps)



## Appendix B

### TRICS Output

Calculation Reference: AUDIT-141301-240124-0143

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	ES EAST SUSSEX	4 days
	EX ESSEX	2 days
	HC HAMPSHIRE	5 days
	HF HERTFORDSHIRE	1 days
	KC KENT	4 days
	SC SURREY	1 days
	SP SOUTHAMPTON	1 days
	WB WEST BERKSHIRE	1 days
	WS WEST SUSSEX	4 days
03	SOUTH WEST	
	DC DORSET	1 days
	DV DEVON	2 days
04	EAST ANGLIA	
	NF NORFOLK	12 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
09	NORTH	
	DH DURHAM	2 days
11	SCOTLAND	
	AS ABERDEENSHIRE	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: 50 to 300 (units: )  
Range Selected by User: 50 to 300 (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 01/01/24

*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	9 days
Tuesday	10 days
Wednesday	11 days
Thursday	6 days
Friday	6 days

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

Selected survey types:

Manual count	38 days
Directional ATC Count	4 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:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	37

*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	37
Out of Town	3
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	15 days - Selected
Servicing vehicles Excluded	61 days - Selected

Secondary Filtering selection:

Use Class:

C3 42 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	6 days
5,001 to 10,000	13 days
10,001 to 15,000	13 days
15,001 to 20,000	6 days
20,001 to 25,000	4 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	10 days
25,001 to 50,000	6 days
50,001 to 75,000	5 days
75,001 to 100,000	6 days
100,001 to 125,000	1 days
125,001 to 250,000	10 days
250,001 to 500,000	4 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	7 days
1.1 to 1.5	32 days
1.6 to 2.0	3 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	28 days
No	14 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	41 days
2 Poor	1 days

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

LIST OF SITES relevant to selection parameters

1	AS-03-A-02 FARROCHIE ROAD STONEHAVEN	MIXED HOUSES		ABERDEENSHIRE
	Edge of Town Residential Zone			
	Total No of Dwellings:	131		
	Survey date: WEDNESDAY	20/04/22		Survey Type: MANUAL
2	DC-03-A-09 A350 SHAFTESBURY	MIXED HOUSES		DORSET
	Edge of Town No Sub Category			
	Total No of Dwellings:	50		
	Survey date: FRIDAY	19/11/21		Survey Type: MANUAL
3	DH-03-A-01 GREENFIELDS ROAD BISHOP AUCKLAND	SEMI DETACHED		DURHAM
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	50		
	Survey date: TUESDAY	28/03/17		Survey Type: MANUAL
4	DH-03-A-03 PILGRIMS WAY DURHAM	SEMI-DETACHED & TERRACED		DURHAM
	Edge of Town Residential Zone			
	Total No of Dwellings:	57		
	Survey date: FRIDAY	19/10/18		Survey Type: MANUAL
5	DV-03-A-02 MILLHEAD ROAD HONITON	HOUSES & BUNGALOWS		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	116		
	Survey date: FRIDAY	25/09/15		Survey Type: MANUAL
6	DV-03-A-03 LOWER BRAND LANE HONITON	TERRACED & SEMI DETACHED		DEVON
	Suburban Area (PPS6 Out of Centre) Residential Zone			
	Total No of Dwellings:	70		
	Survey date: MONDAY	28/09/15		Survey Type: MANUAL
7	ES-03-A-03 SHEPHAM LANE POLEGATE	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:	212		
	Survey date: MONDAY	11/07/16		Survey Type: MANUAL
8	ES-03-A-05 RATTLE ROAD NEAR EASTBOURNE STONE CROSS	MIXED HOUSES & FLATS		EAST SUSSEX
	Edge of Town Residential Zone			
	Total No of Dwellings:	99		
	Survey date: WEDNESDAY	05/06/19		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	ES-03-A-07 NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone	MIXED HOUSES & FLATS	EAST SUSSEX
	Total No of Dwellings:	91	
	Survey date: THURSDAY	07/11/19	Survey Type: MANUAL
10	ES-03-A-08 WRESTWOOD ROAD BEXHILL	MIXED HOUSES & FLATS	EAST SUSSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	110	
	Survey date: WEDNESDAY	12/10/22	Survey Type: MANUAL
11	EX-03-A-02 MANOR ROAD CHIGWELL GRANGE HILL Edge of Town Residential Zone	DETACHED & SEMI-DETACHED	ESSEX
	Total No of Dwellings:	97	
	Survey date: MONDAY	27/11/17	Survey Type: MANUAL
12	EX-03-A-03 KESTREL GROVE RAYLEIGH	MIXED HOUSES	ESSEX
	Edge of Town Residential Zone		
	Total No of Dwellings:	123	
	Survey date: MONDAY	27/09/21	Survey Type: MANUAL
13	HC-03-A-23 CANADA WAY LIPHOOK	HOUSES & FLATS	HAMPSHIRE
	Suburban Area (PPS6 Out of Centre) Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	19/11/19	Survey Type: MANUAL
14	HC-03-A-24 STONEHAM LANE EASTLEIGH	MIXED HOUSES & FLATS	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	243	
	Survey date: WEDNESDAY	10/11/21	Survey Type: MANUAL
15	HC-03-A-27 DAIRY ROAD ANDOVER	MIXED HOUSES	HAMPSHIRE
	Edge of Town Residential Zone		
	Total No of Dwellings:	73	
	Survey date: TUESDAY	16/11/21	Survey Type: MANUAL
16	HC-03-A-28 EAGLE AVENUE WATERLOOVILLE LOVEDEAN Edge of Town Residential Zone	MIXED HOUSES & FLATS	HAMPSHIRE
	Total No of Dwellings:	125	
	Survey date: MONDAY	08/11/21	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	HC-03-A-33 CROW LANE RINGWOOD CROW Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS      195 <i>04/07/23</i>	HAMPSHIRE	<i>Survey Type: MANUAL</i>
18	HF-03-A-03 HARE STREET ROAD BUNTINGFORD  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES      160 <i>08/07/19</i>	HERTFORDSHIRE	<i>Survey Type: MANUAL</i>
19	KC-03-A-03 HYTHE ROAD ASHFORD WILLESBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS      51 <i>14/07/16</i>	KENT	<i>Survey Type: MANUAL</i>
20	KC-03-A-04 KILN BARN ROAD AYLESFORD DITTON Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: FRIDAY</i>	SEMI-DETACHED & TERRACED      110 <i>22/09/17</i>	KENT	<i>Survey Type: MANUAL</i>
21	KC-03-A-07 RECVLVER ROAD HERNE BAY  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	MIXED HOUSES      288 <i>27/09/17</i>	KENT	<i>Survey Type: MANUAL</i>
22	KC-03-A-10 HEADCORN ROAD STAPLEHURST  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES      106 <i>09/05/23</i>	KENT	<i>Survey Type: MANUAL</i>
23	NF-03-A-06 BEAUFORT WAY GREAT YARMOUTH BRADWELL Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	MIXED HOUSES      275 <i>23/09/19</i>	NORFOLK	<i>Survey Type: MANUAL</i>
24	NF-03-A-07 SILFIELD ROAD WYMONDHAM  Edge of Town Out of Town Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS      297 <i>20/09/19</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>
25	NF-03-A-16 NORWICH COMMON WYMONDHAM  Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES & FLATS      138 <i>20/10/15</i>	NORFOLK	<i>Survey Type: DIRECTIONAL ATC COUNT</i>

LIST OF SITES relevant to selection parameters (Cont.)

26	NF-03-A-25	MIXED HOUSES & FLATS	NORFOLK
	WOODFARM LANE GORLESTON-ON-SEA		
	Edge of Town Residential Zone		
	Total No of Dwellings:	55	
	<i>Survey date: TUESDAY</i>		<i>Survey Type: MANUAL</i>
27	NF-03-A-30	MIXED HOUSES	NORFOLK
	BRANDON ROAD SWAFFHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	266	
	<i>Survey date: THURSDAY</i>		<i>Survey Type: MANUAL</i>
28	NF-03-A-32	MIXED HOUSES & FLATS	NORFOLK
	HUNSTANTON ROAD HUNSTANTON		
	Edge of Town Residential Zone		
	Total No of Dwellings:	164	
	<i>Survey date: WEDNESDAY</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>
29	NF-03-A-33	MIXED HOUSES	NORFOLK
	LONDON ROAD ATTLEBOROUGH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	143	
	<i>Survey date: THURSDAY</i>		<i>Survey Type: MANUAL</i>
30	NF-03-A-34	MIXED HOUSES	NORFOLK
	NORWICH ROAD SWAFFHAM		
	Edge of Town Out of Town		
	Total No of Dwellings:	80	
	<i>Survey date: TUESDAY</i>		<i>Survey Type: MANUAL</i>
31	NF-03-A-35	MIXED HOUSES & FLATS	NORFOLK
	REPTON AVENUE NORWICH		
	Edge of Town Residential Zone		
	Total No of Dwellings:	116	
	<i>Survey date: WEDNESDAY</i>		<i>Survey Type: MANUAL</i>
32	NF-03-A-36	MIXED HOUSES	NORFOLK
	LONDON ROAD WYMONDHAM		
	Edge of Town No Sub Category		
	Total No of Dwellings:	75	
	<i>Survey date: THURSDAY</i>		<i>Survey Type: MANUAL</i>
33	NF-03-A-39	MIXED HOUSES	NORFOLK
	HEATH DRIVE HOLT		
	Edge of Town Residential Zone		
	Total No of Dwellings:	212	
	<i>Survey date: TUESDAY</i>		<i>Survey Type: MANUAL</i>
34	NF-03-A-47	MIXED HOUSES & FLATS	NORFOLK
	BURGH ROAD AYLSHAM		
	Edge of Town Residential Zone		
	Total No of Dwellings:	300	
	<i>Survey date: WEDNESDAY</i>		<i>Survey Type: DIRECTIONAL ATC COUNT</i>



LIST OF SITES relevant to selection parameters (Cont.)

35	SC-03-A-05 REIGATE ROAD HORLEY	MIXED HOUSES	SURREY
	Edge of Town Residential Zone Total No of Dwellings: 207 <i>Survey date: MONDAY 01/04/19</i>		<i>Survey Type: MANUAL</i>
36	SP-03-A-02 BARNFIELD WAY NEAR SOUTHAMPTON HEDGE END	MIXED HOUSES & FLATS	SOUTHAMPTON
	Edge of Town Out of Town Total No of Dwellings: 250 <i>Survey date: TUESDAY 12/10/21</i>		<i>Survey Type: MANUAL</i>
37	ST-03-A-07 BEACONSIDE STAFFORD MARSTON GATE	DETACHED & SEMI-DETACHED	STAFFORDSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 248 <i>Survey date: WEDNESDAY 22/11/17</i>		<i>Survey Type: MANUAL</i>
38	WB-03-A-03 DORKING WAY READING CALCOT	MIXED HOUSES	WEST BERKSHIRE
	Edge of Town Residential Zone Total No of Dwellings: 108 <i>Survey date: FRIDAY 09/09/22</i>		<i>Survey Type: MANUAL</i>
39	WS-03-A-08 ROUNDSTONE LANE ANGMERING	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 180 <i>Survey date: THURSDAY 19/04/18</i>		<i>Survey Type: MANUAL</i>
40	WS-03-A-14 TODDINGTON LANE LITTLEHAMPTON WICK	MIXED HOUSES	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 117 <i>Survey date: WEDNESDAY 20/10/21</i>		<i>Survey Type: MANUAL</i>
41	WS-03-A-17 SHOPWHYKE ROAD CHICHESTER	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 86 <i>Survey date: WEDNESDAY 01/03/23</i>		<i>Survey Type: MANUAL</i>
42	WS-03-A-19 TURNERS HILL ROAD EAST GRINSTEAD	MIXED HOUSES & FLATS	WEST SUSSEX
	Edge of Town Residential Zone Total No of Dwellings: 92 <i>Survey date: MONDAY 15/05/23</i>		<i>Survey Type: MANUAL</i>

*This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.*

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HC-03-A-26	covid
SF-03-A-09	covid
SF-03-A-10	covid
WS-03-A-12	covid

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
WS-03-A-13	covid

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	42	144	0.091	42	144	0.298	42	144	0.389
08:00 - 09:00	42	144	0.143	42	144	0.381	42	144	0.524
09:00 - 10:00	42	144	0.143	42	144	0.176	42	144	0.319
10:00 - 11:00	42	144	0.127	42	144	0.156	42	144	0.283
11:00 - 12:00	42	144	0.140	42	144	0.150	42	144	0.290
12:00 - 13:00	42	144	0.157	42	144	0.151	42	144	0.308
13:00 - 14:00	42	144	0.167	42	144	0.159	42	144	0.326
14:00 - 15:00	42	144	0.171	42	144	0.194	42	144	0.365
15:00 - 16:00	42	144	0.274	42	144	0.174	42	144	0.448
16:00 - 17:00	42	144	0.278	42	144	0.173	42	144	0.451
17:00 - 18:00	42	144	0.352	42	144	0.159	42	144	0.511
18:00 - 19:00	42	144	0.281	42	144	0.159	42	144	0.440
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.417</b>			<b>2.403</b>			<b>4.820</b>

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected: 50 - 300 (units: )  
Survey date range: 01/01/15 - 01/01/24  
Number of weekdays (Monday-Friday): 46  
Number of Saturdays: 0  
Number of Sundays: 0  
Surveys automatically removed from selection: 25  
Surveys manually removed from selection: 5

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

## **Appendix C**

### **Distribution and Assignment**





## 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](http://www.nwleics.gov.uk/localplanmysay). You can also participate in the consultation online.

Please complete both Part A and Part B.

### PART A – Personal Details

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

	Personal Details	Agent's Details (if applicable)
Title	Mr	Ms
First Name	Jon	Alice
Last Name	Bottomley	May
Job Title (where relevant)	Planning Services Director	Associate Director
Organisation (where relevant)	MAG Property	CBRE
House/Property Number or Name	c/o agent	█ █
Street		█ █ r
Town/Village		
Postcode		█ █
Telephone		█ █ █ █
Email address		█ █ █ █ █ █

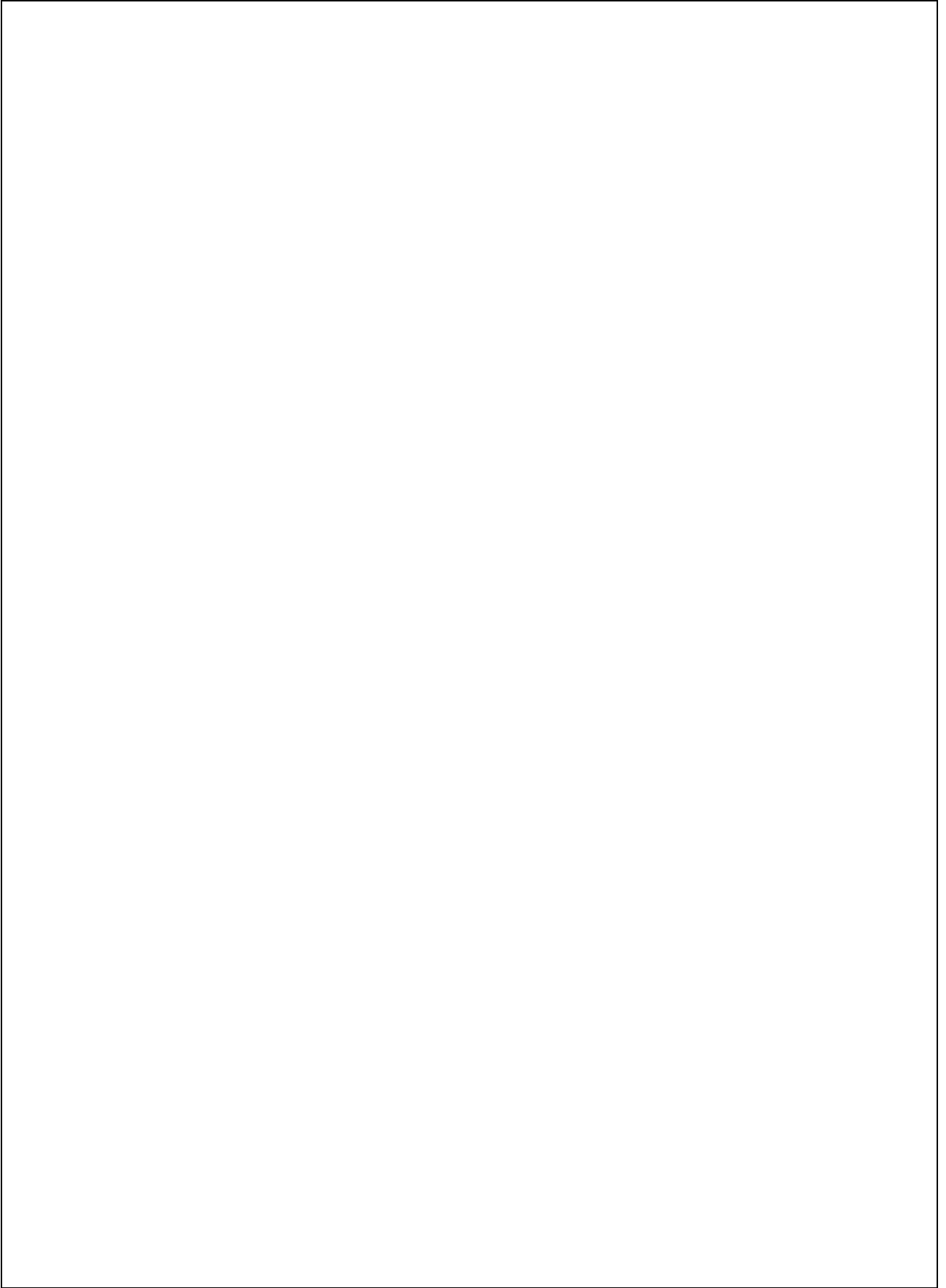
**PART B – Your Representation**

**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.

Please refer to accompanying report.





## 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.

Sign



Date: 15 March 2024

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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 Local Plan Regulation 18 Consultation

Development Plan representation - North West Leicestershire District  
Council Regulation 18 Draft Local Plan

In relation to Land south of East Midlands Airport (Site Reference  
EMP90 (part))

CBRE PLANNING & DEVELOPMENT for



# Contents

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- 5 Strategic and Economic Case.....15
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# 1 Introduction

- 1.1 Manchester Airport Group (MAG) own and operate East Midlands Airport (EMA)<sup>1</sup>. In this document, references to land owned by MAG also include land owned by EMA.
- 1.2 CBRE Limited has been instructed by MAG to prepare and submit representations to the Draft North West Leicestershire Local Plan 2020-2040 Regulation 18 Consultation and its supporting evidence base, in relation to MAG's landholdings to the south of EMA specifically relating to **Land south of East Midlands Airport (Site Reference EMP90 (part))** which has been identified as a 'Potential Location for Strategic Distribution'.
- 1.3 Separate representations relating to the airport in an operational capacity have been prepared and submitted by East Midlands Airport (EMA) and should be read separately.
- 1.4 It is important to note that these representations have been prepared and submitted in relation to the two northern parcels of EMP90 only (land to the north-east adjacent to the service station, and land to the south of the A453 and the airport) north of Hyam's Lane. These collectively comprise 'the Site' for the purposes of these representations, which extends to appropriately 40 hectares.
- 1.5 MAG own the freehold of the majority of the Site, with two smaller parcels being in third party ownership. Discussions are ongoing with the landowner with regards to their acquisition; however, fundamentally MAG own a significant proportion of the Site and indeed the proposed allocation as a whole and MAG could deliver a scheme on their land alone and it is important to preserve the ability for the Site to come forward independently.
- 1.6 The third parcel - Land south of Hyam's Lane - is excluded as this is not within MAG's control. It is in third party ownership and is being promoted by a developer.
- 1.7 Any access for the Site or for the land south of Hyam's Lane would have to be from the A453 via the MAG-owned land as this is the only technically feasible solution that exists.
- 1.8 The Site is designated as part of one of the East Midlands Airport and Gateway Industrial Cluster ('EMAGIC') tax sites which together make up the East Midlands Freeport (EMF), which has now been formally confirmed by Government. Freeports are a flagship government programme that will play an essential part in the UK's post-COVID economic recovery and contribute towards realising the levelling up agenda, bringing jobs, investment and prosperity across the UK. The Site occupies a strategic location within the logistics Golden Triangle, being within a 4-hour drive of 90% of the UK population, and easily accessible by the M1, M6 and M42 motorways and the wider strategic highway network, the Airport itself, and thus is ideally suited to industrial/logistics and manufacturing development supporting the delivery of the Freeport opportunity.
- 1.9 MAG is wholly supportive of North West Leicestershire District Council (NWLDC) in preparing a new Local Plan to provide guidance on where and how development will take place in North West Leicestershire during the plan period to 31 March 2040 and welcomes the opportunity to engage in this work and be an active participant in further stages as the plan process evolves.

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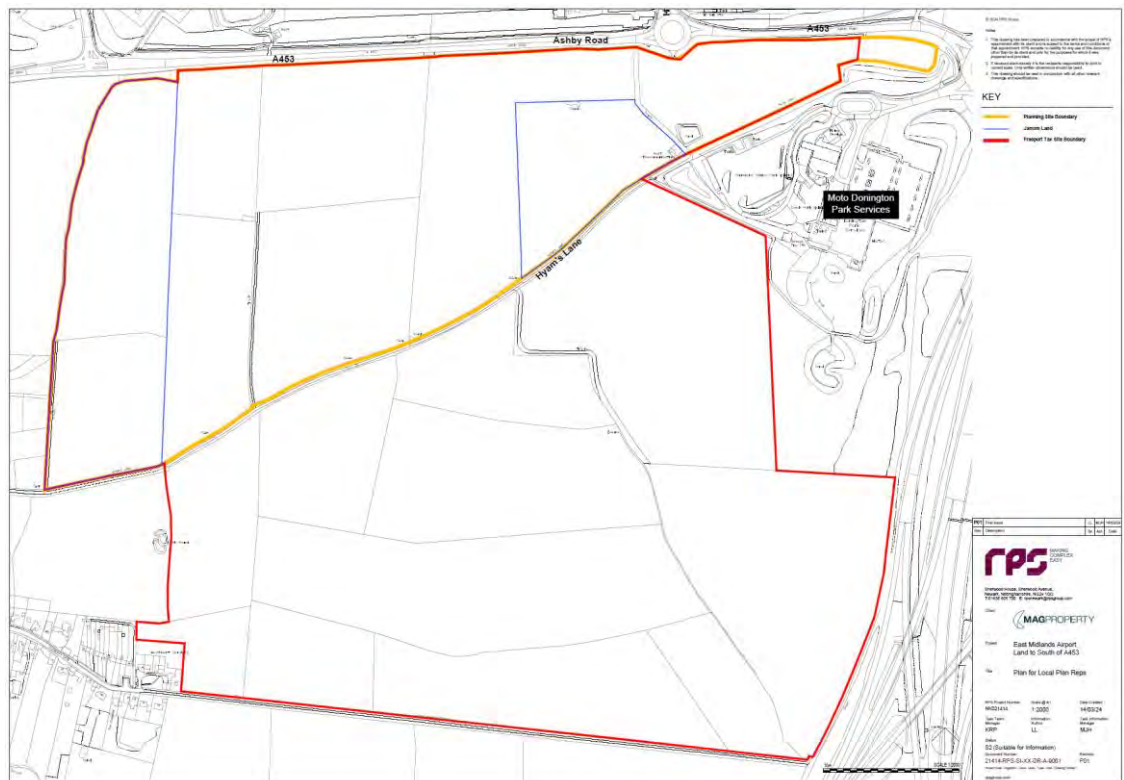
<sup>1</sup> MAG also own and operate Manchester Airport and London Stansted Airport.

- 1.10 MAG support NWLDC's growth ambitions and overall economic intentions in the Local Plan, albeit we note that NWLDC is awaiting further work in respect of the employment evidence base specifically relating to Strategic Distribution. The NPPF (2023) is clear that planning policy should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Paragraph 85). Furthermore, it requires that planning policy should recognise and make provision for the specific locational requirements of different sectors; this includes for storage and distribution operations at a variety of scales and in suitably accessible locations (Paragraph 87).
- 1.11 On this basis, MAG would like to work with the Council in order to ensure that an up-to-date evidence base is prepared and underpins the Plan in order that it provides a clear economic vision and strategy (as required by NPPF Paragraph 86), and provides for appropriate levels of strategic employment floorspace (as required by NPPF Paragraph 31). These representations therefore seek to set out the immediate need and demand for such development, at a strategic level, and the opportunity the Site presents in terms of the very substantial direct and indirect economic and employment benefits which would be generated within a number of key sectors across the logistics, industrial and manufacturing industries. This would be wholly aligned with the ambitions and objectives of the East Midlands Freeport.
- 1.12 The need for growth of these industries is recognised at all levels, from UK Government at a National level down to a North West Leicestershire local level, and it is acknowledged that they will continue to play a significant role in the continued recovery and growth of economy at all scales. The allocation of this Site will support the delivery of significant economic growth bringing jobs, investment and prosperity to North West Leicestershire and the wider region. There are no overriding barriers to development of the Site nor any technical considerations which will preclude the Site being delivered in the short term in order to realise these ambitions and help 'level up' the region.
- 1.13 The remainder of these representations is structured as follows:
- The Site and its Surroundings;
  - Previous Promotion of the Site;
  - Evidence Base Review;
  - Strategic and Economic Case;
  - Property Market Review and Sectoral Analysis;
  - Response to Proposed Draft Allocation and Draft Local Plan Policies; and
  - Summary and Conclusions.

# 2 Site and Surroundings

- 2.1 These representations have been prepared and submitted in relation to the two northern parcels of the proposed potential draft allocation EMP90 only (land to the north-east adjacent to the service station, and land to the south of the A453 and the airport) north of Hyam’s Lane – which collectively comprise ‘the Site’ for the purposes of these representations. This is denoted by a yellow boundary within Figure 1 below.
- 2.2 MAG own the freehold of the majority of the Site, with two smaller parcels being in third party ownership (denoted in blue below). Discussions are ongoing with the landowner with regards to their acquisition; however, fundamentally MAG own a significant proportion of the Site and indeed the proposed allocation as a whole and MAG could deliver a scheme on their land alone and it is important to preserve the ability for the Site to come forward independently.
- 2.3 The third parcel - Land south of Hyam’s Lane - is excluded as this is not within MAG’s control. It is in third party ownership and is being promoted by a developer.
- 2.4 Any access for the Site or for the land south of Hyam’s Lane would have to be from the A453 via the MAG-owned land as this is the only technically feasible solution that exists.

Figure 1 Site Location Plan

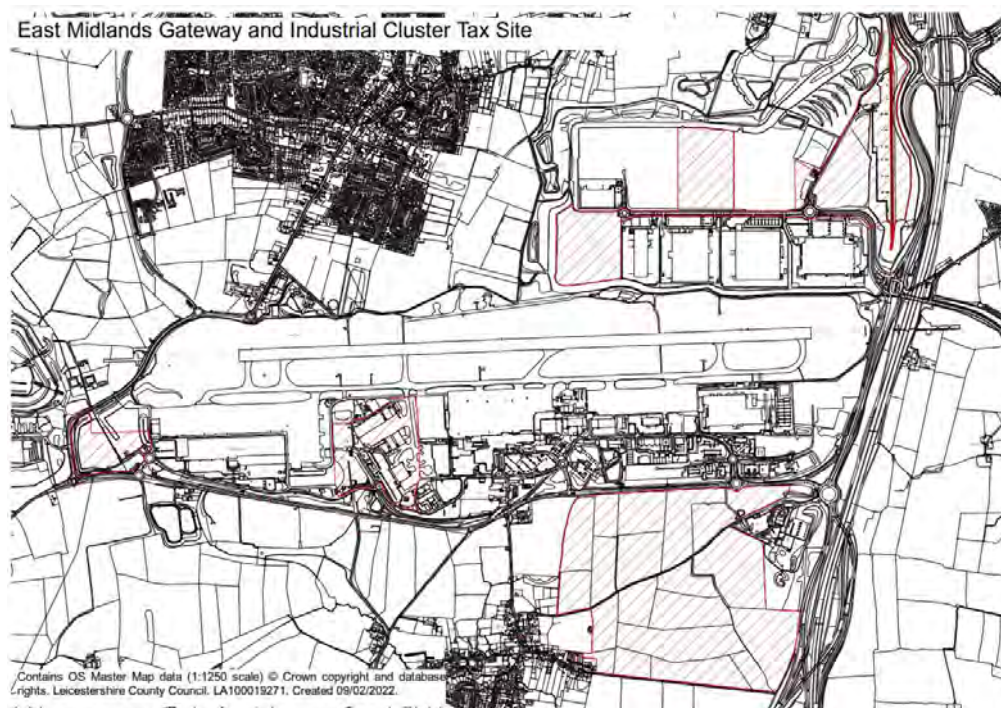


- 2.5 The Site is designated as part of one of the ‘EMAGIC’ tax sites which together make up the East Midlands Freeport (EMF), which has now been formally confirmed by Government. This is set out in further detail below.

## East Midlands Freeport

- 2.6 Importantly, the Site and the proposed allocation, forms part of the East Midlands Freeport (EMF) with EMA being the ‘port’ within the Freeport, along with a number of other sites in the region, together making up the only inland Freeport in the UK.
- 2.7 The Freeport was formally designated by UK Government on 30 March 2023. EMF will drive regeneration across the East Midlands; it is expected to create an estimated 61,000 jobs and generate £8.9bn for the region’s economy over the next 30 years across three main sites - EMAGIC, EMIP and Ratcliffe-on-Soar Power Station.
- 2.8 The Site is included as one of the ‘EMAGIC’ Freeport tax sites which are recognised in law as geographical areas where businesses can benefit from tax reliefs to bring investment, trade and jobs to regenerate regions across the country that need it most. The Site has the potential and clear capability of being developed in accordance with this designation (or otherwise).
- 2.9 Already home to world-leading multinational companies and EMA - the UK’s busiest ‘pure’ cargo airport - EMF is uniquely placed to capitalise and innovate on the region’s unrivalled commercial and industrial strengths:
- Advanced manufacturing, automotive and logistics;
  - Multimodal transport connections - covering air, rail and road;
  - Once-in-a-generation investment in infrastructure; and
  - Leading higher and further education institutions.
- 2.10 All three sites (EMAGIC, EMIP and Ratcliffe-on-Soar Power Station) are strategically located with strong existing road and rail freight infrastructure connecting them to all other parts of the country, including seaport-based freeports. There is significant room for growth across the sites, accelerating regeneration, increasing skills and training opportunities and helping to level-up some of the UK’s most deprived areas.
- 2.11 In 2022, *The Designation of Freeport Tax Sites (East Midlands Freeport) Regulations 2022* came into force. These Regulations confirm the geographical areas where the Freeport rules and regulations are in force – including the areas shown edged and hatched in red on the map below which cover the EMAGIC site (**Error! Reference source not found.****Error! Reference source not found.**) – which includes the Site. The proportion of the overall Tax Site that is within MAG ownership equates to approximately 40%.

Figure 2 East Midlands Gateway and Industrial Cluster Tax Site



## The Site

- 2.12 The Site comprises c.40 hectares of undeveloped agricultural land, lined by hedgerows and trees. The land predominantly comprises Grade 3b agricultural land, with a belt of 3a running through the site in a south-east to north-west orientation.
- 2.13 The topography of the Site is undulating, generally falling away in all directions from the highest point in the east (approximately 90m AOD) to the west (approximately 71m AOD).
- 2.14 The Site falls within Flood Zone 1, which has a low probability of flooding from rivers and the sea. A small watercourse runs along the western boundary of the Site in a north-south direction. There is also a pond to the east of the Site which is a non-designated Historic Local Wildlife Site (LWS).
- 2.15 A pond and telecommunications mast are located within the Site to the east, at the end of Hyam's Lane. Ecological surveys have now been undertaken which identified two further ponds which were reported to be dried out at the time of the survey. Two areas of Woodland Priority Habitat Network (categorised as having high spatial priority) encroach within the northern boundary of the MAG Site which is part of the wider allocation.

## Site Context

- 2.16 The Site is located to the south of East Midlands Airport and to the immediate south of the A453 Ashby Road which runs in a broadly east to west direction. To the east of the Site sits the MOTO Donington Park services and the M1 motorway beyond, to the south of the Site is Hyam's Lane with further open fields beyond that (and the third land parcel), and further agricultural land to the west. The village of Diseworth is located to the south-west of the Site.
- 2.17 The setting of the Site is generally characterised by agricultural land to the south, with the Airport and associated infrastructure to the north. EMA is a significant regional passenger airport, handling some 5



million passengers a year, and is also the UK's major express freight hub, with significant operations from global freight operators such as DHL, UPS and FedEx. To the north of the Site is SEGRO's East Midlands Gateway development which comprises a logistics park and a fuller operational strategic rail freight interchange (SRFI).

- 2.18 There are no internationally designated ecological sites within 10km and no nationally designated ecological sites within 2km of the Site. However, the Site does fall within a Site of Special Scientific Interest (SSSI) Impact Risk Zone (IRZ). There are 83 non-statutory ecologically designated sites within 2km of the Site, 60 of which are candidate or potential Local Wildlife Sites (LWS) and 23 of which are Historic LWS.
- 2.19 There are 29 listed buildings within 1km of the Site, with 23 concentrated within the village of Diseworth, including the Grade II\* listed Church of St Michael. Diseworth village is also covered by the Diseworth Conservation Area.

# 3 Previous Promotion of the Site

## October 2020 Call for Sites Submission

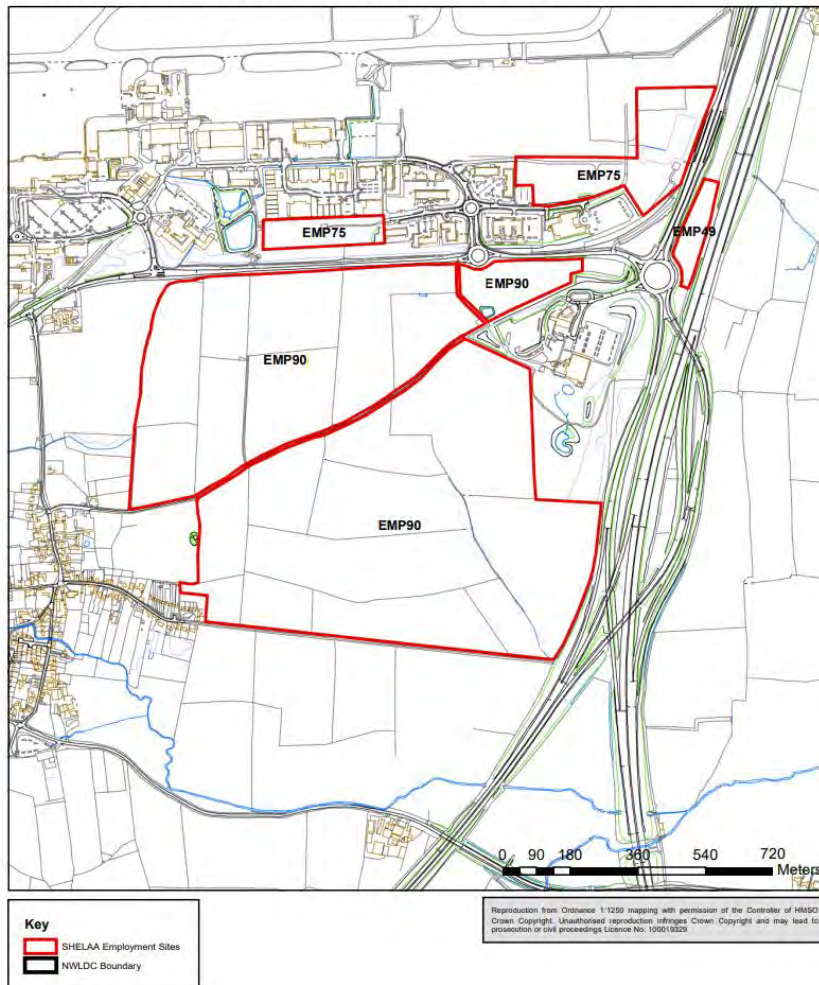
- 3.1 A 'Call for Sites' statement was prepared and submitted in response to NWLDC's 'Call for Sites' exercise in October 2020 in respect of the Strategic Housing and Employment Land Assessment (SHELAA) which fed into the Substantial Review of its Local Plan as a key evidence base document.
- 3.2 This Statement was prepared and submitted on behalf of East Midlands Airport (EMA) (MAG) and SEGRO who at that time were working jointly to promote land to south of the airport as a location for additional strategic employment growth.
- 3.3 These representations now supersede the previous representations submitted at the Call for Sites stage.

## SHELAA (2021)

- 3.4 The Site was considered as part of the SHELAA site EMP90 (Land south of East Midlands Airport and south west of M1 J23a) and considered to be developable within 6-10 years.
- 3.5 Potential uses include offices, industry, and storage/distribution with a potential for c.400,000 sqm of employment floorspace.
- 3.6 The Site was considered to be well located relative to the strategic and non-strategic road network however there is a need for highways matters to be resolved as well as careful consideration of the impacts of development of this scale on the wider landscape and on the village of Diseworth, including a package of mitigation.

Figure 3 SHELAA Extract 2021

**EMP 90 - Land south of East Midlands Airport and south west of J23a M1**



## Development Strategy Options and Policy Options - January to March 2022

- 3.7 Representations were prepared and submitted by EMA / MAG in response to NWLDC’s Development Strategy Options and Policy Options consultation which ran between January to March 2022. This representation builds on the comments and observations previously submitted by MAG / EMA.
- 3.8 Whist focusing on primarily operational matters relating to EMA, these representations sought to re-iterate points made in the Call for Sites submission, noting that the Airport is supportive of compatible development such as strategic warehousing, with specific locational requirements (e.g., for connections with road (M1), air (airport) and rail (EMG)) in the local area.
- 3.9 It set out that such uses would support regional, national and international economic growth and capitalise on the East Midlands Freeport opportunity and considered that both land to the north and south of the Airport would be suitable for strategic warehousing and logistic uses, subject to the appropriate management of road traffic and local environmental impacts.

- 3.10 These representations considered that the area promoted to the south of the airport has advantages and opportunities given its strategic location. It considered that this is a strategic opportunity which would form a valuable part of the region's Freeport opportunity, especially in respect of high-tech freight and logistics.

## Long Whatton & Diseworth Neighbourhood Plan

- 3.11 The Parish of Long Whatton & Diseworth was designated a Neighbourhood Plan Area in October 2020. Consultation has now commenced on the proposed Neighbourhood Plan for the Parish which will run for a period of six weeks from Monday 12 February - Monday 25 March 2024 in accordance with Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. Separate representations are being prepared in respect of this consultation; however, the Draft Local Plan representations contained within this report should be read across both consultations.

# 4 Evidence Base Review

- 4.1 This Regulation 18 Local Plan Consultation has been informed by the following evidence base documents relating to employment, amongst others:
- [Review of Existing Employment Sites](#) - A review of existing active employment sites and sites under construction in the district, completed in January 2019.
  - [Need for Employment Land Report](#) - an assessment of future employment land requirements in the district, completed in November 2020.
  - [Start up Workspace Demand Report](#) - an analysis of the demand for start up business premises in the district, completed in December 2020.
  - A [Strategic Distribution Study](#) prepared for the Leicester and Leicestershire authorities and completed in April 2021 (amended March 2022) is the latest of a series of studies into this sector.
- 4.2 Overall, we consider that these studies are largely out of date, given the profound effect which the COVID-19 pandemic which took place in March 2020 onwards has had on employment patterns, trends and specifically in relation to the industrial and logistics market. On this basis, we do have some concerns that without an up-to-date evidence base, this may result in a strategy which does not provide for sufficient levels of employment floorspace including strategic distribution as required by Paragraph 31 of the National Planning Policy Framework (NPPF) (2023).
- 4.3 Notwithstanding this, we understand that updated documents are currently being prepared (but were not available at the time of this Regulation 18 consultation). In addition to this, we would like to work with NWLDC and offer our support in articulating the immediate need and demand for such development at a strategic level in order to ensure that the opportunity the Site presents in terms of the very substantial direct and indirect economic and employment benefits, which would be generated across the logistics, industrial and manufacturing industries, can be realised and is reflected within planning policy, including ensuring alignment with the ambitions and objectives of the East Midlands Freeport.
- 4.4 Further analysis in relation to Strategic Warehousing as it relates to the proposed draft allocation of the Site is provided below.

## Strategic Warehousing

- 4.5 North West Leicestershire – and indeed the Site and the wider allocation - sits at the heart of a core industrial and logistics market in the East Midlands, extending along the M1 from Milton Keynes to Nottingham/ Derby and across to Birmingham, known as the ‘Golden Triangle’ for strategic distribution comprising the area between Leicester, Rugby and Coventry where exceptional road network links (M1, M6, M69) mean that most population centres are within a 4 hour drive.
- 4.6 On this basis, we support the approach to the evidence base relating to strategic distribution which is at a sub-regional level. This approach is broadly supported as it is widely agreed that the demand for logistics sites - and more widely, employment needs - is best understood at the sub-regional level, because this is the scale at which the industry and markets operate within the UK. This approach has been endorsed by the RTPI who consider that the local plans with the most effective logistics and freight

- policy are built on evidence bases which allocate local sites based on sub-regional-scale assessments of need<sup>2</sup>.
- 4.7 The need and demand for strategic warehousing requirements<sup>3</sup> within this geography is set out within *Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change* - The Strategic Warehousing Study prepared by GL Hearn (with MDS Transmodal Ltd and Icen Projects Ltd) (April 2021 – amended March 2022). This is a sub-regional study, prepared jointly by the Leicester and Leicestershire authorities.
- 4.8 In summary, the report finds that:
- **2,570,000 sqm** of additional floorspace for warehousing is required to 2041. This includes a flexible margin of 643,000 sqm based on average 5 year completions.
  - There is a shortfall of **768,000 sqm (305 ha) at rail served sites** (including margin) which should be planned for<sup>4</sup>.
  - There is a shortfall of **392,000 sqm (112 ha) at non-rail served sites** (including margin) which should be planned for<sup>5</sup>.
- 4.9 The Development Strategy and Policy Options consultation document (January 2022) contained an initial policy option which proposed that **50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace be met in NWLDC**. This would equate to approximately 106,000sqm (1,140,975 sq ft). Officers reaffirmed this as a working provisional figure at its Local Plan Committee meeting on 12 July 2022.
- 4.10 As set out above, we consider that this requirement is likely to be significantly higher, given the profound effect of the COVID-19 pandemic which took place from March 2020 onwards has had on employment patterns, trends and specifically in relation to the industrial and logistics market.
- 4.11 This was discussed at the meeting of the Local Plan Committee of 12 July 2022, where it was noted within the associated Committee Report within the Public Reports Pack that:
- “... officers understand that market demand of strategic warehousing has been particularly high in the period since the Strategic Warehousing study was commissioned. If the work were repeated now, it is feasible that a higher requirement would result.” [CBRE emphasis]*
- 4.12 Notwithstanding this, at its meeting on 12 July 2022 NWLDC Local Plan Committee agreed to work towards a provisional figure of 106,000sqm of strategic warehousing for the new Local Plan, which has been set out within the Employment Topic Paper which accompanies this Regulation 18 consultation.
- 4.13 It is unfortunate that an up to date evidence base relating to Strategic Warehousing specifically does not accompany this Regulation 18 Consultation. However, we understand that this is currently being prepared and will be available prior to the next stage of the process (e.g. Regulation 19), and indeed will inform the next stage of the Plan.
- 4.14 It is noted that Officers advised Members in advance of that 12 July 2022 Committee that:

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<sup>2</sup> RTP1 response to the DLUHC and DfT call for evidence ‘Freight, logistics and the planning system’

<sup>3</sup> This is defined as units of 9,000+ sqm / c.97,000+ sq ft.

<sup>4</sup> Based on 43% of need being at rail served sites.

<sup>5</sup> Based on 57% of need being at non-rail served sites.

*“Based on recent market activity in this sector, Members should expect any such exercise to result in no change or an increase in the requirement figures, and not a decrease.”*

- 4.15 In conclusion, we consider that there is significant Strategic Warehousing requirement to be accommodated within the District, albeit this has not yet been quantified. We understand that updated evidence is currently being commissioned, and in addition, we offer our support to NWLDC in articulating this as a key stakeholder. This will ensure that the next stage of the plan will create the conditions in which businesses can invest, expand and adapt with ‘significant weight’ being placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (NPPF Paragraph 85).
- 4.16 The NPPF requires that planning policy should recognise and make provision for the specific locational requirements of different sectors; this includes for storage and distribution operations at a variety of scales and in suitably accessible locations (Paragraph 87). In this respect, the Site is uniquely placed to meet the identified need for Strategic Warehousing in the District in planning and economic terms, even without the economic designation as a Freeport Tax Site, and should therefore be allocated in its entirety within the Plan.

# 5 Strategic and Economic Case

## National

### Levelling Up the United Kingdom White Paper (February 2022)

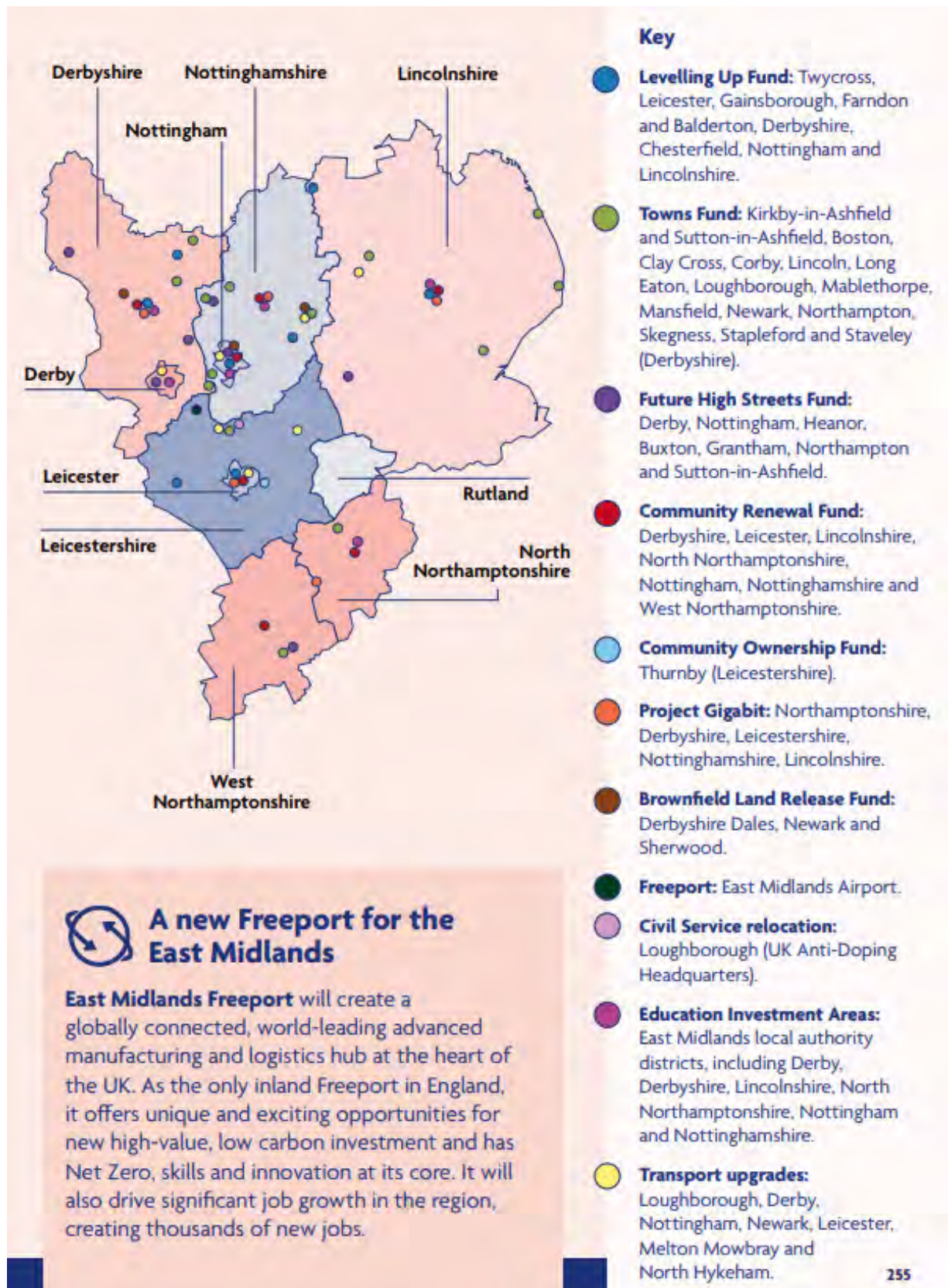
- 5.1 In its 2022 White Paper, Government set out the approach to ‘levelling up’ those regions of the UK outside London and the South East to ensure everyone has equal opportunity to thrive, ensuring inclusive growth across the country. This includes improving productivity, boosting economic growth, encouraging innovation and creating good jobs, enhancing educational attainment and repairing the social and cultural fabric of the UK.
- 5.2 The White Paper considers that Government has made progress towards spreading opportunity around the UK, alongside mitigating the worst effects of the pandemic, with a range of programmes including, of relevance to this Site, the Freeport programme, bringing jobs, investment and prosperity.
- 5.3 A range of further interventions are outlined as follows:
- Boost productivity, pay, jobs and living standards by growing the private sector, especially in those places where they are lagging;
  - Spread opportunities and improve public services, especially in those places where they are weakest;
  - Restore a sense of community, local pride and belonging, especially in those places where they have been lost; and
  - Empower local leaders and communities, especially in those places lacking local agency.

### Levelling up the Midlands

- 5.4 In relation to the East Midlands specifically, the White Paper identifies that an initial £203m of investment through Round 1 of the Levelling Up Fund is already supporting 10 projects in the East Midlands (Figure 4).
- 5.5 It also highlights the importance of the East Midlands Freeport (EMF) in driving economic growth in this region and contributing to the government’s ambitions; EMF is viewed as critical to realising the Government’s levelling up agenda. It is uniquely placed to capitalise and innovate on the region’s unrivalled commercial and industrial strengths, namely:
- Advanced manufacturing, automotive and logistics;
  - Multimodal transport connections - covering air, rail and road;
  - Once-in-a-generation investment in infrastructure; and
  - Leading higher and further education institutions.



Figure 4 East Midlands Key Projects and Programmes (Source: Levelling Up White Paper)



## Regional

### Midlands Engine

#### Midlands Engine Strategy (March 2017)

- 5.6 As set out above, the Midlands is essential to the national economic success; of relevance to these representations, as well as being the logistics and distribution core, the region is important for its contribution to the UK's manufacturing capability. This includes across the following key clusters in the Midlands:
- Advanced manufacturing;
  - Automotive, and connected and autonomous vehicles;
  - Ceramics;
  - Life sciences and medical devices;
  - Agri-food and drink processing;
  - Space technology; and
  - Digital technology.
- 5.7 However as has been set out previously, there is more that can be done to address productivity barriers.
- 5.8 The Midlands Engine Strategy therefore focused on five key objectives:
- i. **Improving connectivity** in order to raise productivity.
  - ii. **Strengthening skills** in order to make the Midlands a more attractive location for businesses.
  - iii. **Supporting enterprise and innovation** in order to foster a more dynamic regional economy.
  - iv. **Promoting the Midlands** nationally and internationally in order to maximise trade and investment in the region.
  - v. **Enhancing quality of life** in order to attract and retain skilled workers, as well as to foster the local tourist economy.
- 5.9 To support delivery of these objectives, Local Enterprise Partnerships across the Midlands were given significant funds to invest between 2017 and 2021 from the Local Growth Fund, to support specific investments to address barriers to productivity and support clusters (including those listed above) to grow, in addition to previous rounds of the Local Growth Fund.

### Leicester and Leicestershire Enterprise Partnership (LLEP) Limited

- 5.10 The Leicester and Leicestershire Enterprise Partnership (LLEP) formed in May 2011 is a partnership of private, public and third sector organisations that drives economic regeneration and development across the sub region. However, from April 2024, the Government's sponsorship and funding of LEPs will cease, in line with the local devolution agenda. With this in mind, the LLEP has decided to cease operations in its current form from the end of March 2024. A Transition Group will be established to integrate the LEP functions into local government.
- 5.11 Notwithstanding the above, the following strategies and plans are of relevance:

### Leicester & Leicestershire Strategic Growth Plan (December 2018)

- 5.12 The Strategic Growth Plan is a strategy providing a long-term vision up to 2050 addressing the challenges and opportunities presented in the area. The vision for growth is comprised of four priorities:
- Creating conditions for investment and growth - balancing the need for new housing and jobs with protection of our environment and built heritage.
  - Achieving a step change in the way that growth is delivered – focusing more development in strategic locations and less on non-strategic sites.
  - Securing essential infrastructure that is needed to make this happen – taking advantage of proposals to improve national and regional networks (as set out in the Midlands Connect Strategy) and maximising the benefits from them.
  - Maintaining the essential qualities of Leicester & Leicestershire and delivering high quality development.
- 5.13 The Strategy identifies a need for between 367-423 hectares of employment land (B1/B2/B8) between 2011 and 2050 within Leicester and Leicestershire.
- 5.14 It also refers to the Midlands Engine Strategy which recognises the growth potential of major employment areas such as East Midlands Airport and the logistics and distribution industry. As such, the Strategic Growth Plan identifies East Midlands Airport as an economic growth area.
- 5.15 East Midlands Airport also forms a key part of the ‘Leicestershire International Gateway’ where there are major employment opportunities – including the opportunity presented at the Site.

### Leicester and Leicestershire Economic Growth Strategy 2021-2030 (November 2021)

- 5.16 Building on the 2018 Strategic Growth Plan, this Strategy sets out the LLEPs ambitions, objectives and priorities and is intended to be used as a commissioning document for seeking funding, allocating funding and making decisions of what to prioritise over the coming years.
- 5.17 The Strategy identifies logistics as a growth sector, recognising that Leicester and Leicestershire is the UK’s central logistics hub, having gained significant jobs and investment due to the area’s strategic location. The Strategy recognises that a key challenge to ensuring this is the availability of sites and providing more employment sites and premises for growth is identified as a key objective.
- 5.18 The Strategy also identifies the importance of the designation of EMF, recognising that once implemented, the Freeport will provide a significant boost to manufacturing and logistics industries in the region. Such developments will position the region for further growth and the LLEP is poised to further capitalise on such initiatives. It states:
- “Another significant new opportunity is the East Midlands Freeport, which benefits from the existing maritime-operated rail facility at East Midlands Gateway, and existing and proposed railheads at Ratcliffe and East Midlands Intermodal Park. The Freeport, at full build out across three sites, is expected to generate 61,700 jobs – 32,800 on-site jobs, and another 28,900 through supply chains. The site is based around the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire and is expected to contribute £600 million in GVA annually, and 9,900 jobs within Leicester and Leicestershire (with £390 million and 5,300 jobs on-site).”*
- 5.19 As such, the Strategy has identified an objective to increase trade and exporting, which requires the development and implementation of the Freeport Strategy, and supporting businesses to export and take advantage of the Freeport.

## Local

### North West Leicestershire Economic Growth Plan 2022-2025

- 5.20 The Economic Growth Plan recognises that North West Leicestershire has a diverse and prosperous economy with strong road, rail, air and digital infrastructure. Central to the three cities of Leicester, Derby and Nottingham and the M1, M6, M42 Golden Triangle, the district benefits from EMA and the Strategic Rail Freight Interchange (SRFI) at East Midlands International Gateway, providing global links to facilitate growth across all sectors.
- 5.21 It also identifies the importance of EMF, with the Freeport sites being strategically located with strong infrastructure connecting them to the rest of the United Kingdom, Europe and onwards to the rest of the world.
- Sectors Prioritised for Growth**
- 5.22 It identifies that there are five key sectors that will be prioritised for growth within the district<sup>6</sup>:
- Business and professional and scientific services;
  - Manufacturing;
  - Logistics and distribution;
  - Construction; and
  - Creative / cultural / tourism sector.
- 5.23 Despite some of these sectors being adversely impacted during the COVID-19 pandemic, the Growth plan recognises that the sectors have demonstrated growth over a longer time frame and will continue to play a significant role in the continued recovery and growth of the North West Leicestershire economy.

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<sup>6</sup> Based on analysis of Business Register and Employment Survey (BRES) data and a range of other sources.

# 6 Property Market Review and Sectoral Analysis

- 6.1 The proposed development of the Site for strategic warehousing is anticipated to include considerable logistics, distribution and manufacturing operations. This is supported at all levels of policy and guidance – as set out in previous sections.
- 6.2 An up to date position setting out the significance of these sectors to the UK economy, and the importance of the Midlands role within this - and indeed the role the Site has in responding to this - is set out below.

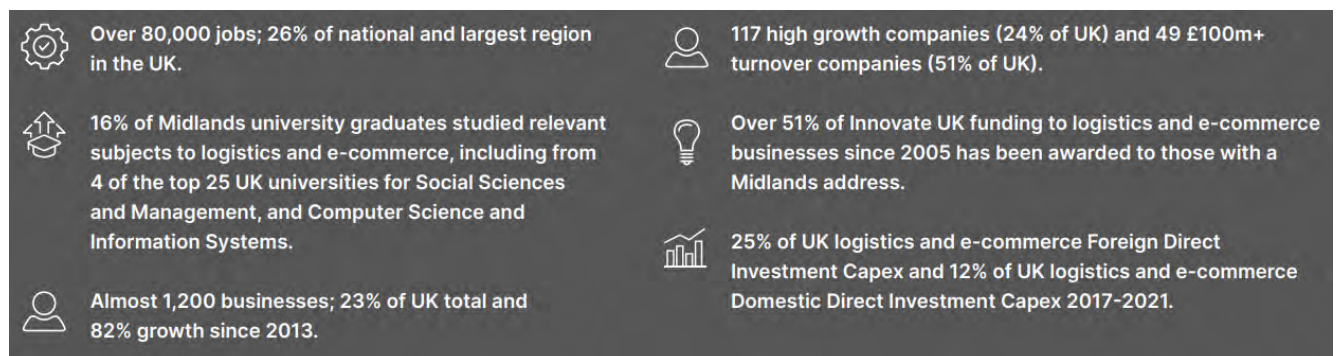
## East Midlands Market Overview - 2023

- 6.3 The East Midlands saw the highest take up of all regions for both Quarter 4 and year, at 4.3m sq ft and 9.4m sq ft, respectively. It is the only region that has seen an increase in take-up YoY, at +33%. This clearly demonstrates the strength of the East Midlands market, and that there is significant headroom for growth. Throughout 2023, 48% of take-up came from XXL units (50,000+ sq ft), two deals of which were greater than 1m sq ft.
- 6.4 Despite strong take-up, availability rose 12% QoQ and is 55% higher than in Q4 2022. Although the region's development pipeline has reduced, the volume of available newly completed stock has continued to rise (+34% QoQ). Available second-hand space has also risen 25% QoQ. Consequently, the region's vacancy reached 5.14% in the fourth quarter.
- 6.5 The prime rent for the East Midlands increased by £0.25 in Q4 to £9.75 psf. Prime yields for the region remained stable at 5.25%.
- 6.6 Considering demand in the vicinity of the Site, the area continues to attract occupiers looking for distribution/ e-commerce space over 100,000 sq ft due to the area's strong location. There is also increased demand for 'mid-box' development (2,500 – 10,000 sqm) which could cater for manufacturing and last mile delivery requirements.
- 6.7 The strategic nature of the Site – highlighted and confirmed by the wider Freeport designation - and wider ranging nature of target occupiers means the scheme is placed to be extremely successful and contribute to the current supply and demand conditions and imbalance.

## The Midlands Logistics Cluster

- 6.8 The Site is located within the “Golden Triangle” of logistics at the centre of the M1, M42 and M6 motorways, where 80% of the UK population can be accessed within four hours' drive. These road travel times to UK markets have made the area the location of choice for national distribution centres, being able to offer employment sites with motorway access – the Midlands is now home to some of the largest warehouse and storage facilities in England.

Figure 5 Midlands Cluster - Logistics and E-Commerce (Source: Midlands Engine)



- 6.9 There are 117 tracked high growth companies and a workforce over 80,000 strong in this sector in the Midlands and this, together with the numerous viable investment propositions captured in the Midlands Investment Portfolio across new business parks close to major travel infrastructure and the Site, puts the Midlands in a strong place to secure market share of the forecast UK FDI Capex of \$3.28bn in this sector in 2025<sup>7</sup>.
- 6.10 In particular, the sector is significantly boosted by commercial activity at East Midlands Airport, which is both an international passenger airport and the UK's leading express freight airport, processing some 400,000 tonnes of air cargo a year with a value of around £40bn<sup>8</sup>. The airport is also the UK base for global express cargo operators DHL and UPS with substantial operations from FedEx and Royal Mail. Recent research has shown that EMA has cargo connectivity with 180 cities worldwide.

## Industrial & Manufacturing

- 6.11 Notwithstanding this, industrial and logistics real estate activity is changing. Whilst in recent years activity has been dominated by the expansion of third-party logistics (3PL) providers and online retailers as a result of shift to online resulting from the pandemic, there has been increasing requirements from the manufacturing sector.
- 6.12 To articulate the importance of this sector, the manufacturing sector provided 2.6 million jobs in the UK in 2023, with the UK being the 8<sup>th</sup> largest manufacturing economy by value of output (£224bn) with UK manufacturing accounting for 10% of UK GDP and 49% of the UK's total exported goods<sup>9</sup>.
- 6.13 Whilst challenges remain around increased energy and employment costs, as well as access to domestic skills and labour, in summary, opportunities appear to be outweighing risks, and with growth plans in place, and investment intentions coming to fruition, 2024 is said to be potentially the start of a 'manufacturing renaissance'.
- 6.14 The proposed development of the Site will seek to facilitate occupation of the scheme for manufacturing and light industrial uses, alongside the proposed logistics and distribution uses. The following manufacturing sub-sectors are key in this region which could be accommodated here:

<sup>7</sup> Logistics and E-Commerce Midlands Cluster Snapshot 2023 (Midlands Engine)

<sup>8</sup> EMF Outline Business Case

<sup>9</sup> Executive Survey 2024, Make UK/PwC

## Aerospace

- 6.15 Aerospace is one strand in a Midlands engineering supercluster that weaves together several industry sectors and supply chains. The region is at the heart of the UK's aerospace industry, specialising in the civil aerospace sector that makes passenger aircraft.
- 6.16 The Midlands aerospace sector is characterised by:
- The design and manufacture of aero-engines, advanced aircraft systems and aero-structures;
  - Important sites of a leading aerospace 'Prime' or Original Equipment Manufacturer (OEM - Rolls-Royce), and four global Tier 1 suppliers<sup>10</sup> designing and making sophisticated aircraft systems;
  - A deep, high-value design and manufacturing supply chain making aircraft parts for these companies, much of which also exports directly to overseas aerospace customers (initial estimates suggest 40+% by value)<sup>11</sup>;
  - Additional cross-sector businesses and 'indirect' suppliers of specialist services and equipment used in its factories and testing facilities that are part of a diverse and deep-rooted supply chain, also supplying into automotive, nuclear, marine, rail and other markets; and
  - A collaborative industry that supports its own regional aerospace cluster body, the Midlands Aerospace Alliance (MAA).
- 6.17 Midlands Engine recently commissioned research to quantify the size and contribution of aerospace in this region; in February 2024 they developed a new, comprehensive and detailed dataset of all companies known to be part of - or serving - the aerospace industry in the region. The key findings are as follows:
- The Midlands aerospace cluster has a significant role to play in the wider UK aerospace context, accounting for 21% of UK aerospace sites and 36,500 jobs.
  - The success of Midlands aerospace companies and employees in global markets has a wider economic impact, generating more than 2% of the regional economy and sustaining over 100,000 jobs.
- 6.18 Given proximity to EMA, again businesses occupying this space could be accommodated within the proposed development of the Site, contributing to this significant manufacturing sub-sector.

## Automotive

- 6.19 Midlands Engine recently undertook research to understand the size and contribution of Automotive Advanced Manufacturing in the Midlands<sup>12</sup>, with their the key findings being the following:
- The Midlands Automotive cluster contains over 51,000 jobs, 25% of total UK jobs in the industry the most of any region. The Midlands also contains over 1400 businesses; 25% of UK businesses in the industry and the most of all regions.
  - Major Original Equipment Manufacturers (OEM) such as Jaguar Land Rover, Aston Martin Lagonda and Toyota UK are based in the region, with critical company representation throughout all tiers of production.

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<sup>10</sup> Collins Aerospace, ITP Aero UK, Moog Aircraft Group and Parker-Meggitt.

<sup>11</sup> Aerospace in the Midlands (February 2024), Midlands Engine

<sup>12</sup> Automotive Midlands Cluster Snapshot 2023, Midlands Engine

- The cluster is particularly strong in Innovation, with major sites such as MIRA Technology Park and the UK Battery Industrialisation Centre aiding further growth. Alongside opportunities of electrification and autonomous vehicles, a high number of grant awards (many featuring university collaboration), and significant foreign investment in young companies (40% of investments from international sources) further catalyse growth.
- There are 61 high growth companies, and 29 £100m+ turnover companies (51% of UK).
- These strengths are recognised internationally with 38% (£1.95bn) of all FDI into the UK automotive sector going to the Midlands 2017-21.

6.20 Again, the Site has potential to facilitate occupiers in this sub-sector, continuing this trajectory of regionally significant growth.

### **Food & Drink**

6.21 Food & drink manufacturing is a cluster of strength within an established food and agriculture sector in the Midlands; the Midlands has UK-leading concentrations of agricultural production, food processing and is the UK's largest logistics and distribution centre for food and drink supply chains<sup>13</sup>. A number of specialist innovation and business parks and the government designated 'Food Enterprise Zones' exist in reflection of this.

6.22 There are an estimated 66,000 food and drink sector businesses across these activities in the region which equates to 16.1% of all businesses. Comparatively, the sector makes up 15.1% of all UK businesses.

6.23 There are continued growth opportunities in the sector including a focus on levelling up, using new technologies and investment to deliver higher-valued, higher-skilled and better jobs<sup>14</sup>. The Site represents an opportunity accommodate some of this growth.

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<sup>13</sup> Midlands Engine - [State of the Region 2023 \(arcgis.com\)](#)

<sup>14</sup> Midlands Engine - [State of the Region 2023 \(arcgis.com\)](#)



# 7 Response to Proposed Draft Allocation and Draft Local Plan Policies

## Proposed Housing and Employment Allocations for Consultation

- 7.1 Section 6 of the 'Proposed Housing and Employment Allocations for Consultation' document which forms part of this consultation covers the potential locations for strategic distribution. This section notes that work is currently ongoing with regards to the evidence base and that the sub-regional study which will advise on how best to distribute the future need for strategic warehousing across the region.
- 7.2 The NPPF is clear that planning policy should help create the conditions in which businesses can invest, expand and adapt and significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (Paragraph 85). Furthermore, policy should make provision for storage and distribution requirements at a variety of scales and in suitably accessible locations (Paragraph 87).
- 7.3 We consider that the updated evidence base in the form of the sub-regional study update, which is currently being prepared and which will apportion need across the various boroughs, together with up-to-date market evidence and the strategic context presented here and elsewhere will together provide the foundations for future planning policy. This should have regard to the Government's Freeport programme and should ensure that sufficient levels of strategic employment floorspace as required by Paragraph 31 of the National Planning Policy Framework (NPPF) (2023) are identified within the Plan.
- 7.4 Specific comments relating to the Draft Allocation of the Site and Draft Policies are provided below.

### **Land south of East Midlands Airport (EMP90 (part))**

- 7.5 The Site is included as a potential location for strategic distribution within the above document – Land south of East Midlands Airport (EMP90(part)).
- 7.6 The accompanying text references East Midlands Freeport (EMF) and the economic designation of the Site as such. Whilst it is positive that this important economic designation is recognised, we would emphasise that the allocation of the Site is a planning matter and consider that there are a series of site-specific technical considerations which are pertinent to and support the development of this Site for employment .
- 7.7 It is noted that the accompanying plan to the potential allocation of the Site which forms part of this consultation includes only part of the Freeport site; a swathe of land to the west is excluded. Indicative landscaping is also shown on the plan. We do not support the proposed boundary of the allocation or the landscaping annotation currently shown on the plan which appears to be arbitrarily drawn and does not appear to be based upon technical work or evidence. We consider that this should be deleted as this should be subject to detailed technical assessment.

- 7.8 As such, a technical team has now been appointed by MAG to consider the key issues in relation to each discipline and provide an assessment and potential mitigation measures. This will inform both the Local Plan process and a future planning application at the Site.
- 7.9 Overall, it is considered that there are no overriding technical considerations that would preclude the development of this Site for strategic warehousing / distribution purposes, whether as part of the East Midlands Freeport or otherwise.

## Transport & Highways

- 7.10 As has been set out in earlier sections, the Site is located immediately south of the A453 Ashby Road, from which access can be taken via the MAG-owned land, and which provides connections to the strategic highway network including the major highway infrastructure of the M1 which sits to the east and the wider network.
- 7.11 To date, discussions with Leicestershire County Highways and National Highways have been undertaken. This has confirmed the principle that safe and appropriate vehicular access can be achieved to the road network to the satisfaction of National Highways and Leicestershire County Highways Authority. The detailed design of any junction including geometry and capacity is currently being worked up and will be provided as part of a future planning application.
- 7.12 In terms of the level of traffic and whether this could be accommodated within the strategic highway network, we understand that there is Pan Regional Transport Model (PRTM) run by the County which we need to feed into in order to demonstrate this. Discussions relating to this, and specifically the approach to be taken to other draft allocations including the residential allocation at Isley Woodhouse, are currently being undertaken. Traffic survey data has already been undertaken which will inform the baseline position. In terms of the wider allocation, MAG will seek to enable access within the overall masterplan.
- 7.13 Sustainable transport options are also available within the vicinity and any future development of the Site would include integration for pedestrians and cyclists including appropriate infrastructure and provide public transport linkages (e.g. bus services operated by trentbarton Skylink Nottingham).

## Landscape

- 7.14 The accompanying plan to the potential allocation of the site which forms part of this consultation includes only part of the Site; a swathe of land to the west is excluded. In addition, a large landscape buffer denoted in large green circles is included on the western side of the proposed allocation, with additional landscaping to the south and a smaller area of landscaping to the east adjacent to the motorway and MOTO Services and a similar width to the north along Hyam's Lane.
- 7.15 As currently drafted, we do not support either the boundary of the allocation or the landscaping annotation currently shown on the plan which appears to be arbitrarily drawn and does not appear to be based upon technical work or evidence. We consider that this should be deleted as this should be subject to detailed technical assessment.
- 7.16 Notwithstanding this, it is recognised that the Site is located within open countryside, with the village of Diseworth being located to the south-west. It is recognised that there is an interaction between the proposed development and Diseworth and that it will be necessary to maintain a degree of separation between the two in order to protect the residential amenity of existing and future residents of Diseworth.

- 7.17 We also recognise the interaction between the development's surrounding rural landscape to the south of the airport in terms of visibility and changes to the rural context; much of the development at the airport and to the north of the Site is screened in longer views across the landscape.
- 7.18 Land North of Hyam's Lane – which is the focus of these representations – is located some distance from the village and it is considered that an appropriate buffer can be provided in order that the whole of the Freeport allocation to the North of Hyam's Lane can be brought forward.
- 7.19 As part of the proposed development of the Site, the following will be ensured:
- Ensure the provision of a suitable landscape buffer to the development with appropriate treatments along Hyam's Lane and the A453 along with a suitable buffer between the development and Diseworth.
  - Consideration of the levels, which slope across the Site, and how these tie back to the existing.
  - Ensuring the screening of ground level activity from sensitive locations and also providing sensitive elevational treatments to the buildings to aid with assimilating them into the landscape.
  - The use of predominantly native species appropriate to the location while also considering design appropriate for bird strike guidance as part of the aerodrome safeguarding for East Midlands Airport.
- 7.20 We are currently refining the Landscape and Visual Impact Assessment (LVIA) for the Site and have 14 no. representative views at present (including additional views requested during Scoping by the LPA which have been reviewed and added).

## Ecology & Biodiversity

- 7.21 A Preliminary Ecological Appraisal has been undertaken in respect of the Site as well as a series of further ecological surveys and a tree survey to identify the baseline. Overall, there are no overriding ecological constraints that would prevent the allocation or indeed the development of the Site.
- 7.22 The majority of the Site comprises arable farmland of negligible ecological importance, and as such development will be focused within this habitat. The habitats of importance are ponds, watercourses, hedgerows and treelines. In line with the mitigation hierarchy, development proposals will seek to retain and enhance these habitats wherever possible. Where this is not possible, any lost habitats will be replaced with habitats of either greater area or better condition or both, in order to achieve a biodiversity net gain.
- 7.23 Great Crested Newts (GCN) are known to be present on and adjacent to the Site. NWLDC is registered with the Natural England (NE) District Level Licencing (DLL) scheme, which provides an alternative option to undertaking detailed surveys, providing onsite mitigation measures and applying for a site-specific mitigation licence. As the Site falls within an Amber and Green GCN Risk Zone, it would be suitable for DLL. A financial contribution through the scheme would secure off site compensation measures and ensure legal compliance, which is the proposed route at the current time.
- 7.24 10% Biodiversity Net Gain (BNG) is now mandatory on major sites such as this. At present, with all land available including third party land, it is considered that 10% uplift can be delivered onsite. If the required gains cannot be achieved onsite following the mitigation hierarchy, then offsite options will need to be explored. Notwithstanding this, there is confidence that the Site could be developed in accordance with relevant planning policy and legislation and this would be a Development Management consideration at the appropriate time.

## Heritage & Archaeology

- 7.25 The proposed development of the Site has the potential to cause a level of change within the setting of a number of identified heritage assets within the vicinity of the Site, including Diseworth Conservation Area and a number of listed buildings, which have intervisibility with the Site and will require individual assessment.
- 7.26 Notwithstanding this, it is not considered that there are any reasons relating to heritage or archaeology in relation to the Site which would preclude development coming forward. Indeed, it is stated within the consultation document that:
- “Impacts on Diseworth Conservation Area, particularly if development was to come up to the edge of the village to correspond with the Freeport designation. This could erode its legibility as a standalone historic settlement within its rural context.” [CBRE emphasis]*
- 7.27 These representations relate to Land north of Hyam’s Lane only which would be set back some distance from the village and its immediate setting. In addition any future scheme would include a range of mitigation measures which would further minimise the impact of development on the identified heritage assets.

## Proposed Policies for Consultation

### Plan Objectives

- 7.28 We support the Plan objectives set out at the outset, particularly Objective 5 relating to supporting the District’s economy, by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers.
- 7.29 Whilst these Objectives could be amended to make reference to the Government’s Freeports programme, specifically referencing the designation of the East Midlands Freeport, it is important to recognise that proportionately as an economic designation and keep planning considerations to the forefront..

### Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)

- 7.30 We support the inclusion of a strategic policy setting out the future development needs of the District in respect of housing and employment; however, we note that at point 3) it is stated that NWLDC is awaiting further evidence in relation to strategic warehousing.
- 7.31 As has been set out in earlier sections, we do not consider that the existing evidence base provides a robust and up-to-date position and we agree with the Council’s view that this requires updating.
- 7.32 We look forward to reviewing and commenting upon the sub-regional study, once this has been finalised.

### Policy Ec1 – Economic Strategy (Strategic Policy)

- 7.33 We support the inclusion of a policy setting out the economic strategy for the District but not that this has been excluded from the Regulation 18 consultation.
- 7.34 We look forward to reviewing this and commenting on this policy, once drafted in due course.

**Policy Ec3 – New Employment Allocations (Strategic Policy)**

- 7.35 We support the inclusion of a policy setting out the economic strategy for the District but note that this has been excluded from the Regulation 18 consultation, albeit it appears that this has been covered within the Proposed Housing and Employment Allocations consultation document.
- 7.36 We look forward to reviewing this and commenting on this policy, once drafted, in due course.

## 8 Summary and Conclusions

- 8.1 Overall, MAG is wholly supportive of NWLDC in bringing forward a new Local Plan for the District and we wish to offer our support in this undertaking. We understand that the Council is currently commissioning an updated evidence base in relation to strategic warehousing, which will be important in ensuring that the new Local Plan is prepared in accordance with the requirements of the NPPF (2023), specifically in relation to planning for economic growth with a clear economic vision and strategy (NPPF Paragraph 86) and specifically for sufficient levels of strategic employment floorspace (NPPF Paragraph 31).
- 8.2 To supplement this, we would like to offer our support in articulating the strategic context and indeed the immediate need and demand for strategic warehousing development in the District which aligns with the objectives of the Freeport which represents a significant opportunity in the District and the wider region.
- 8.3 To this end, these representations have shown that the industrial, logistics and manufacturing industries create a very large number of jobs that provide opportunities for upward social mobility, in accordance with Government's Levelling Up Agenda. . The Site is well placed to deliver on the promise of Levelling Up in the Midlands, building upon the already significant clusters of key sectors including aerospace, automotives food & drink and agritech, and capitalising on its geographical proximity to the Airport and the strategic highway network.
- 8.4 These representations have demonstrated that there an immediate need and demand for such development exists, and at a strategic level, the opportunity the Site presents in terms of the very substantial direct and indirect economic and employment benefits which would be generated across a number of key sectors across the logistics, industrial and manufacturing industries. To put this into context, CBRE's initial assessment indicate that this could be in the order of:
- 1,589 – 2,249 No. gross FTE jobs once the scheme is fully operational.
  - 218 – 309 No. net operational FTE positions at a local (NWLDC) level.
  - A further taxation benefit which will be partly retained within the local economy is business rates<sup>15</sup>. Due to its designation as a Freeport Tax Site, 100% of additional business rates will be retained for 25 years. It is assumed that NWDLC would retain these business rates. It is understood that the retained business rates accruing to NWLDC would be used as part of a Freeport-wide strategy, whereby retained business rates would be pooled and used by NWLDC and Freeport constituent authorities to invest in economic development initiatives to drive growth in advanced manufacturing, biomanufacturing, logistics and low carbon industries. On this basis, it is estimated that local business rates revenue could amount to £3.46m – 4.86m per annum reflecting a considerable local taxation benefit and indirect benefit for local economic development.
- 8.5 Whilst it is positive to see that the *potential* proposed allocation of (part of) the Site has been included, as currently drafted, the proposed boundary of the allocation and the accompanying landscaping has been arbitrarily drawn and is not based upon technical assessment. Conversely, we consider that there

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<sup>15</sup> Business rates are a local tax on commercial property based on the value of the property or in some cases the profitability of the business.

are no overriding technical reasons which exist to preclude development of the entirety of Land North of Hyam's Lane, on the provision that appropriate mitigation is provided within the scheme.

- 8.6 We consider that the promotion of strategic warehousing and related employment creation must be ensured through ensuring the availability of physical space which is allocated for strategic warehousing/ industrial and logistics/ manufacturing and related industries. The Site is uniquely placed to capitalise on the region's unrivalled commercial and industrial strengths, delivering objectives of Government and stakeholders at a national, regional and local level with no overriding technical constraints that would preclude it coming forward in the short term. Therefore the allocation of the entirety of the Site on Land North of Hyam's Lane should be confirmed within the Regulation 19 version of this Plan.







## 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](http://www.nwleics.gov.uk/localplanmysay). You can also participate in the consultation online.

Please complete both Part A and Part B.

### PART A – Personal Details

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

	Personal Details	Agent's Details (if applicable)
Title		Miss
First Name		Emily
Last Name		Penkett
Job Title (where relevant)		Senior Planner
Organisation (where relevant)	IM Properties Development Limited	Turley
House/Property Number or Name	C/O Agent	■
Street		■■■■■■■■■■
Town/Village		■■■■■■■■
Postcode		■■■■■
Telephone		■■■■■■■■■■
Email address		

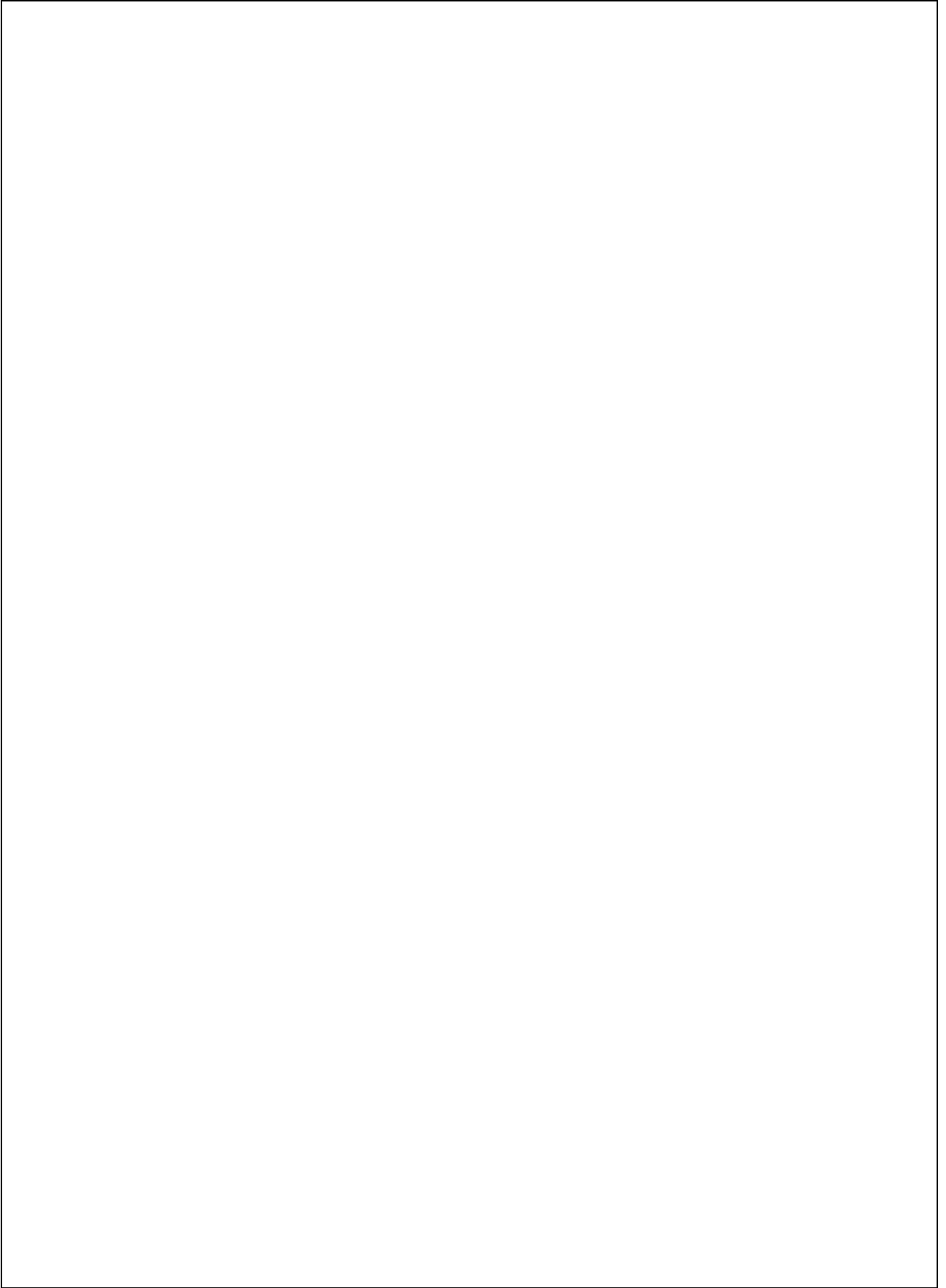
**PART B – Your Representation**

**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.

Please see accompanying representations.



## 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: Emily Penkett

Date: 15/03/2024

### **DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**

**Representations to the North West  
Leicestershire Draft Local Plan Consultation  
On behalf of IM Properties**

March 2024

**Turley**

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## Contact

Emily Penkett  
emily.penkett@turley.co.uk

March 2024

# 1. Introduction

- 1.1 These representations are submitted on behalf of IM Properties Ltd in response to North West Leicestershire District Council's ('NWLDC') ('the council') Draft Local Plan consultation, running between the 5<sup>th</sup> of February and 17<sup>th</sup> of March 2024. NWLDC is consulting on three documents:
- Proposed Policies;
  - Proposed Housing and Employment Allocations; and
  - Proposed Limits to Development Review
- 1.2 The council has also published draft policies maps and other documents forming its evidence base to support its draft policies and draft allocations.
- 1.3 We welcome and support the council's decision to prepare a new plan to ensure consistency with national planning policy and to guide development over a new plan period. This will allow the council to anticipate and respond to long term requirements and opportunities, and to plan for more housing and employment space (specifically strategic distribution) to meet its future needs.

## **Introduction to IM Properties Ltd**

- 1.4 IM Properties (IMP) is one of the UK's largest privately owned property companies and has successfully delivered over thirteen million square feet of quality commercial space for high-profile occupiers across the UK. The company adopted its "Sustainable Futures" framework in 2022 to provide clear commitments around the three themes of People, Place and Planet to deliver better value, build stronger working relationships and leave a beneficial legacy for local communities. IMP have an extensive track record of promoting and delivering development including close partnership working with stakeholders and local planning authorities.
- 1.5 The company has a strong track record of delivering high-quality employment developments and is a significant investor in North West Leicestershire through the delivery of Mercia Park which is now completed. To date, Mercia Park has delivered:
- Around 3.5m sqft of logistics development, home to Jaguar Land Rover's Global Logistics Centre (Unipart) alongside a flagship and national distribution centre for global transport and logistics company DSV;
  - Over 3,200 new jobs on site, which are expected to grow and are largely held by people from within the local area;
  - Around £150m of investment into the local area;
  - High levels of build quality and sustainability standards;
  - Extensive areas of accessible green infrastructure, including new habitats for biodiversity;

- An extensive social value programme to deliver a positive impact on surrounding communities including skills and training opportunities and the Mercia Park Community Funding awarding over £359,000 to 61 community projects.
- 1.6 Mercia Park demonstrates IMP's commitment to high-quality development to meet future occupiers needs, with cutting edge buildings in exceptional environments with benefits delivered to local communities beyond the site boundary.

### **Format of Representations**

1.7 These representations support the proposed allocation of 'land to the north of J11 A/M42' (EMP82) as a 'potential location for strategic distribution' (employment) within the New Local Plan.

1.8 Additionally, the representations include comments on specific draft policies and the evidence base supporting the consultation documents. These comments are intended to assist the council to ensure a sound plan leading up to Examination in 2025. These representations are structured as follows:

- **Section 2:** provides the site description.
- **Section 3:** provide our response to the 'Proposed Policies' document.
- **Section 4:** provides our response to the 'Proposed Housing and Employment Allocations' document.
- **Section 5:** provides our response to the Employment Topic Paper
- **Section 6:** provides our response to the Evidence Base, including the Interim Sustainability Appraisal and Detailed Site Assessments.
- **Section 7:** sets out our concluding remarks.

1.9 These representations are supported by the following plans / reports:

- Site Boundary Plan (**Appendix 1**) which confirms the boundary of IMP's site is consistent with the proposed allocation of 'land to the north of J11 A/M42';
- Emerging Site Layout Plan (**Appendix 2**) shows the emerging proposals for the layout and landscaping of the site following recent discussions with NWLDC officers at pre-application stage;
- Connectivity Plan (**Appendix 3**) demonstrates the connectivity and permeability between Mercia Park and the proposed allocation of 'land to the north of J11 A/M42'.
- A review of Strategic Warehousing Needs in North West Leicestershire, prepared by Turley Economics (**Appendix 4**); and
- A review of the Interim Sustainability Appraisal, prepared by Turley Sustainability (**Appendix 5**).



- 1.10 IMP note that throughout our assessment of the consultation documents, some policies are yet to be developed or have their wording drafted. IMP wish to reserve the right to provide comments on these policies at the Regulation 19 stage, when they understand more information will be made available.
- 1.11 Should it be helpful to discuss the content of these representations further, please do not hesitate to contact Ben Williams or Angela Reeve of Turley.

## 2. Land to the north of J11 A/M42

### The Opportunity

- 2.1 IMP is promoting 'land to the north of J11 A/M42' ('the site') (EMP82) which comprises 28ha of land to the east of Mercia Park and the A444. The boundary of the site in the council's consultation documents (Proposed Housing and Employment Allocations document and draft policies maps) aligns with the land being promoted by IMP. This is confirmed at **Appendix 1**.
- 2.2 The site provides an opportunity to capitalise on the success of Mercia Park to create a hub of strategic employment development at A/M42 Junction 11. Mercia Park has been hugely successful in delivering a 3.5m sqft logistics development which is home to Jaguar Land Rover's Global Logistics Centre (Unipart) alongside a flagship and national distribution facility for global transport and logistics company DSV.
- 2.3 To ensure a positive long-term legacy, Mercia Park placed equal focus on delivering high-quality green infrastructure and an extensive social value programme to have a positive impact on surrounding communities through skills, training and community funding. This is recognised at paragraph 7.46 of the Proposed Policies document, which notes an Employment Scheme for the construction phase of Mercia Park at J11 M42 was secured as part of the planning permission. This scheme included a £350,000 Mercia Park community fund, generating beneficial social value for the surrounding communities and supporting 61 local groups and projects, making a real difference in the local area.
- 2.4 The 'land to the north of J11 A/M42' site is one of two proposed allocations for strategic employment in the district. It is important to highlight that these sites cater to different market areas. This is recognised at paragraph 6.13 of the Proposed Housing and Employment Allocations document noting *"the decision on which site/s to allocate is not necessarily limited to a choice between these two sites. Depending on the outcomes of the further work, the allocation of one, both, neither or indeed different site/s could be justified."*
- 2.5 These representations demonstrate the deliverability of 'land to the north of J11 A/M42', evidenced by the successful delivery of Mercia Park which IMP is committed to emulate in terms of standards of development and green infrastructure.
- 2.6 As recognised within the council's own Employment Topic Paper (February 2024), the site (and wider North West Leicestershire Area) sits within the 'core Golden Triangle' for strategic distribution comprising the broad area between Leicester, Rugby and Coventry where excellent road links (M6, M1, M69) mean most major population centres are within a 4½ hour drive, highlighting its geo-economic importance.

### Emerging Proposals

- 2.7 IMP has commenced pre-application discussions with the council as local planning authority, to explore proposals for the provision of two additional units, contributing to the strategic warehousing floorspace for the area. Several pre-application meetings have

been held with NWLDC planning and design officers to discuss layout, design and landscaping proposals.

- 2.8 The current proposals for the site have been developed as a 'landscape-led' approach, mirroring the successful approach that was taken to Mercia Park. The Emerging Site Layout Plan, enclosed at Appendix 2, shows the latest proposals for the site. The layout has been designed to minimise the impact of the proposals within the wider landscape, whilst at the same time minimising the removal of existing trees and hedgerows and creating large areas of new amenity areas. The layout has also been informed by the proximity to Mercia Park and its existing bus stop, ensuring the proposal site will be well connected to Mercia Park by both pedestrian and public transport routes.

### **Site-specific opportunities and constraints**

- 2.9 The 28ha site currently comprises a wedge-shaped parcel of agricultural land and is bound by hedgerows and fields to the north, the A42 to the east, Junction 11 of the M42 to the south, and the A444 to the west. Facing the site to the west, on the opposite side of A444, is Mercia Park. Immediately to the south of the site is a residential property called Hill Top Cottage.

- 2.10 There are significant benefits to allocating this site for employment development:

- The site has excellent links to the strategic highway network, sited adjacent to the A/M42 and within the 'core Golden Triangle' for strategic distribution (where most major population centres are within a 4½ hour drive, highlighting its geo-economic importance);
- The site would capitalise on the profile and success of Mercia Park with the potential to share infrastructure;
- The site would create new areas of amenity within its landscape (with wider connections to the amenity areas within Mercia Park) for the benefit of future employees and local residents;
- The site is largely unconstrained and visually well contained, due to the topography (the land rises from the north towards the south). The urbanising nature of the surrounding road network along the key boundaries of the site, and adjacent Mercia Park means that future development will be seen against this existing backdrop of built form;
- The majority of the existing trees and hedgerows will be retained as part of the development of the site, with supplemental planting proposed where required;
- The site is located a suitable distance from residential areas within the district;
- The site does not fall within an area of "landscape value" (as per paragraph 180 of the NPPF);
- There are no listed buildings on site and the site does not fall within a Conservation Area;

- The entirety of the site is within Flood Zone 1.
- 2.11 The emerging site layout plan (**Appendix 3**) has been prepared to respond to the following site constraints that have been identified:
- Opportunities to enhance existing boundary planting to help screen the development, even from less sensitive receptors;
  - The site is within the River Mease Special Area of Conservation (SAC) catchment area. However, this does not preclude development, subject to the inclusion of appropriate mitigation to protect the water quality in the catchment. As set out later in this document, all surface water will be treated on site and wastewater (foul flows) would be pumped out of the River Mease SAC catchment. Accordingly, this removes any risk of the development contributing to elevated levels of phosphorous entering the River Mease.
  - There are listed buildings in the locality; the Church of St Michael at Stretton en le Field (Grade II\*) some 620m to the north and Park Farmhouse (Grade II) approximately 340m to the west. Consideration on the impacts to views and setting will be assessed although these heritage assets are a significant distance from the site;
  - There are nearby Local Wildlife Sites (LWS). Appropriate ecology surveys have been undertaken to ensure these habitats and associated ecological features and wildlife are protected from any future development, along with enhancement considerations across the site, including accordance with Biodiversity Net Gain (BNG) requirements, for major development sites, in accordance with the Environment Act (2021).
- 2.12 Overall, it is clear that, with suitable and proportionate mitigation, there are no technical matters that will prevent development of this site being brought forward quickly.

### **Compliance with NPPF Tests for allocation**

- 2.13 The site should be considered “deliverable”, in the context of the National Planning Policy Framework (NPPF).
- 2.14 The site is ‘available’ now. The site is being promoted by a developer which controls all the land including its access to the highway. There is absolute certainty here that there are no legal or ownership impediments to development. The site is therefore considered to be ‘available’.
- 2.15 The site is in a suitable location for development now. The site lies adjacent to Mercia Park and would form a proportionate and integrated extension to the existing employment park.
- 2.16 Finally, the site is achievable. It will be demonstrated in the form of the submission of a planning application shortly that there are no technical matters that will prevent development of this site being brought forward quickly.

## **Progress to date**

- 2.17 IMP is now in advanced discussions with a prospective occupier for the site and has accordingly appointed a consultant team to prepare a planning application. IMP has commenced pre-application discussions with the council as local planning authority and Leicestershire County Council as local highway authority. IMP and its project team have held several pre-application meetings with NWLDC planning and design officers and is continuing to develop its proposals.
- 2.18 IMP will be submitting an EIA scoping opinion request to the council which will be available to view on the council's website shortly. The submission will include a description of the site and proposed development and will be supported by a red line boundary plan. IMP intend to submit a planning application for employment development later this year.

### 3. Response to the Proposed Policies Document

- 3.1 IMP have reviewed the Proposed Policies document in full and set out our representations below. Our comments primarily relate to draft policies that are most relevant to the land proposed for strategic employment allocation on land north of J11 A/M42 (EMP82).

#### **Policy S1 – Future Housing and Economic Development Needs (Strategic Policy)**

- 3.2 Draft Policy S1 sets out the housing requirement for the plan period (Part 1) and the requirements over the plan period for general employment (Part 2). Part 3 of the draft policy text deals with strategic employment and notes that:

*“the requirement for land for strategic B8 (warehousing) of more than 9,000sqm will have regard to the outcome from the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace study.*

- 3.3 The supporting text to this draft policy states that a:

*“key part of the local plan preparation process is to set out a development strategy that identifies both: the overall amount of new development that needs to be provided for (principally housing and employment); and where this development should go”.*

- 3.4 As currently drafted, the policy does not identify an overall amount of development (land or floorspace) or a spatial distribution strategy for strategic employment. It is noted that the council plans to address this point at the Regulation 19 stage once the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study is available. IMP support this intention to ensure the plan can be considered sound at Examination and welcome the opportunity to comment further in this regard once the evidence is available.
- 3.5 In respect of the overall amount of development for strategic employment, the council has provisionally committed to taking 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace. At this stage, this is understood to be a floorspace of circa 100,000sqm. In principle, IMP support the approach of NWLDC taking a significant proportion of the proposed need as this reflects the location of the authority within the ‘golden triangle’ and its high accessibility to the strategic road network, East Midlands Airport, strategic rail freight interchanges and principal urban centres (as defined within the council’s Employment Topic Paper).
- 3.6 It is also important that any distribution of floorspace across the sub-region recognises the important contribution that strategic employment uses can make towards the economic success of both the authority area, as well as at a national and regional level.
- 3.7 In terms of the ‘need’ for strategic employment development, appended to this report is a Review of Strategic Warehousing Needs in North West Leicestershire, which has been prepared by Turley Economics (see **Appendix 4**). The Assessment has been

prepared in support of these wider representations, to consider the latest evidence on the need and demand for large scale industrial and logistics units (over 9,000 sqm) in Leicestershire and North West Leicestershire more specifically. This evidence forms a critical context for the future selection of locations for strategic-scale warehousing being considered by the council in the Regulation 18 draft of its new Local Plan.

It makes the following conclusions:

- 3.7.1 There is an outstanding need for strategic distribution space across Leicester and Leicestershire, defined as units over 9,000sqm in size, which has been acknowledged by the council and the wider Leicestershire authorities in a Statement of Common Ground. It is positive that the council have provisionally proposed to accommodate 50% of the outstanding road-served requirement for Leicester and Leicestershire, which is around 100,700sqm, though this figure is likely to be higher where more recent trends and conventional approaches based on past take up are taken into account.
- 3.7.2 There is clear evidence to justify the allocation of new land in the A/M42 corridor in North West Leicestershire. It demonstrates that the allocation of additional land towards the southern end of the A/M42 is justified by the need to maintain an appropriate supply across the 'Areas of Opportunity' and allocate new land in those areas where there is an identified under-supply of strategic sites. Within this context, the council have acknowledged the role of Mercia Park as an "*expanding employment location*" where there is potential to capitalise on Mercia Park and maximise the benefits of the excellent transport connectivity provided by J11.
- 3.7.3 The report indicates the scale of unmet market demand for units in excess of 9,000 sqm (100,000 sq. ft) in the A/M42 corridor. This is supported by market evidence provided by Avison Young. Based on annual average take up over the past 5 years, Avison Young estimate that the existing built supply of strategic-scale floorspace, equates to just 8.25 months-worth of supply. The available supply of land is also limited to just two sites, with only one of these sites being located in 'Area of Opportunity 5', further compounding the supply shortage and offering limited scope to satisfy unmet need beyond the next 12 months. This points to a significant need and demand for additional land in this part of the district, which remains an attractive location for strategic-scale occupiers due to its connectivity.
- 3.7.4 The report concludes that sustaining the creation of jobs in the industrial and logistics sectors is important in both realising the value of the investments made to date to support up-skilling and re-skilling, but also in supporting the large number of people claiming benefits who are not currently included within an active labour-force.
- 3.8 Notwithstanding that NWLDC have reserved their position as to the quantum of strategic employment floorspace to be provided, it is evident that need exists.
- 3.9 In respect of the spatial distribution strategy for strategic employment, at the NWLDC Local Plans Committee meeting in September 2022, Members agreed with the

recommendation of officers that 'Option 2A' would provide the basis for the employment development strategy for the local plan review. This strategy would prioritise allocating land at *"Coalville, Ashby and Castle Donington / East Midlands Airport, at Local Services Centres, and at a "new" expanding employment location at Junction 11 M42"* (our emphasis added). It was identified that new development at the J11 M/A42 location could capitalise on the profile of Mercia Park with the potential to share infrastructure.

- 3.10 In the context of the need position, and notwithstanding the outcome of the Leicester and Leicestershire apportionment study, IMP would encourage the council to confirm this spatial distribution strategy (Option 2A) within Draft Policy S1 at the Regulation 19 stage. IMP set out elsewhere within these representations specific comments on the draft Policy that would provide the framework to guide development of the site.

### **Policy AP1 – Design of New Development (Strategic Policy)**

- 3.11 The Proposed Policies document does not include a draft policy on the design of new development. Instead, the council plans to draft this policy in tandem with an updated 'Good Design SPD'. Accordingly, IMP reserve the right to comment on this policy at the next stage of the plan-making process. However, IMP wishes to highlight the importance of recognising the specific functional and operational requirements of industrial and logistics developments which should be recognised in any future SPD.

### **Policy Ec1 Economic Strategy (Strategic Policy)**

- 3.12 The supporting text in the Proposed Policies document states that this policy will be in the next version of the Local Plan (Regulation 19). IMP reserve the right to comment on this policy at the Regulation 19 Stage.
- 3.13 IMP reiterate our comments from draft Policy S1 (above) in respect of the likely wording of draft Policy Ec1; it is critical that the council confirm the overall need for strategic employment development (road-served and rail-served) and a spatial distribution strategy to ensure the plan is considered 'sound' at Examination.
- 3.14 IMP support the council's decision to provisionally commit to accommodating 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace and refer again to the appended Review of Strategic Warehousing Needs in North West Leicestershire report (**Appendix 4**). IMP would encourage the council to confirm this position once the Apportionment study is available. It is positive that the council has acknowledged the shortfall and signalled its intention to provisionally accommodate 50% of the outstanding road-served requirement in the district. This should be viewed as a minimum, as this figure is likely to be higher where more recent trends and conventional approaches based on past take up are taken into account.
- 3.15 IMP also encourage the council to continue with its 'Option 2A' strategy to prioritise allocating land at *"Coalville, Ashby and Castle Donington / East Midlands Airport, at Local Services Centres, and at a "new" expanding employment location at Junction 11 M42"* (our emphasis added). As set out in the Review of Strategic Warehousing Needs in North West Leicestershire report (**Appendix 4**), market evidence points to a significant need



and demand for additional land in this part of the district, which remains an attractive location for strategic occupiers due to its connectivity.

### **Policy Ec3 New Employment Allocations (Strategic Policy)**

- 3.16 This policy relates to the new employment allocations which are confirmed in the 'Proposed Housing and Employment Allocations' document.
- 3.17 IMP fully supports the inclusion of 'land north of J11 A/M42' as a 'potential location for strategic distribution' (employment). Further detail is set out within Section 3 and 4 of this document with regards to our comments on the proposed site allocation and employment topic paper.

### **Policy Ec4 Employment Uses on Unidentified Sites (Strategic Policy)**

- 3.18 It is acknowledged at paragraph 7.24 of the Proposed Policies document, that within the Development Options and Policy Options Consultation (2022), there were discussions around the different options for taking forward Policy Ec2 of the adopted Local Plan (2017/2021 (as amended)) into the new Local Plan. These options included its retention, refinement or its removal altogether.
- 3.19 The NPPF is clear that planning policies should *"help create the conditions in which businesses can invest, expand and adapt"* and that *"significant weight should be placed on the need to support economic growth and productivity"* (paragraph 85).
- 3.20 Paragraph 86 confirms that policies should:
- (a) set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth;
  - (b) set criteria or identify strategic sites to meet anticipated needs over the plan period;
  - (c) seek to address potential barriers to investment; and
  - (d) be flexible enough to accommodate needs not anticipated in the plan and enable rapid response to change in economic circumstances.
- 3.21 Moreover, the planning practice guidance (PPG) provides advice on how planning authorities can assess need and allocate space for logistics. It says that strategic policy-making authorities should collaborate with other authorities, infrastructure providers and other interests to identify the scale of need across the relevant market areas, to be informed by various factors. It goes on to state that these authorities need to consider the most appropriate locations for meeting these identified needs (*"whether through the expansion of existing sites or development of new ones"*) (Paragraph: 031 Reference ID: 2a-031-20190722).
- 3.22 Part 3 of the draft policy (Ec4) reflects this need to provide flexibility, in line with the NPPF, which is supported in principle. However, whilst the NPPF sets out clearly that policies within Local Plans should support economic growth there is no specific guidance

regarding industrial and logistics needs (as there is for residential development). Therefore, the retention in principle of adopted Policy Ec2 (now Ec4) in the new Local Plan is critical.

- 3.23 IMP have reviewed the proposed amendments to the draft policy (now Ec4) and have the following comments.
- 3.24 Part 3 criterion (a)(ii) of the policy requires a *“named end-user/s and this will be secured by Section 106 legal agreement as appropriate”* to be identified in order for the council to support employment proposals on unidentified land beyond settlement limits. IMP’s view is that this criterion is overly restrictive and does not acknowledge the sensitivities behind prospective occupiers wanting to relocate. In particular, occupiers may have a need for anonymity to protect their commercial position, and/ or there may be sensitivities around relinquishing their existing space / location and the potential implications for existing and future work forces. The requirement also does not account for timescales for relocation, which are often not aligned with the timescales associated with securing planning permission.
- 3.25 Therefore, IMP would encourage the council to reconsider this requirement and return to the wording of adopted Policy Ec2 (*“where evidence indicates an immediate need or demand”*).
- 3.26 The final wording of Part 3 criterion (b) of draft Policy Ec4 states that *“for strategic B8 proposals, the search area is the relevant Area/s of Opportunity”*. In the context of the potentially fluctuating nature of the areas of opportunity, our client would welcome greater justification for their inclusion within the policy wording.
- 3.27 In summary, IMP strongly support the inclusion of a policy which provides a mechanism to deliver employment needs on unallocated sites subject to specific requirements but would encourage a return to the wording of adopted Policy Ec2. Its wording allowed for the successful delivery of Mercia Park given its flexible and criteria-based approach, to allow planning applications for strategic employment development where need is proven, and proposals are sustainable.
- 3.28 The British Property Federation recently produced a report (entitled ‘Logic of Logistics’) which aimed to evidence the importance of the industrial and logistics sector to the UK. One of the key recommendations of the report is to introduce a presumption in favour of logistics development within national guidance when precise criteria are met. The council’s adopted Policy Ec2 is recognised throughout the industry as a policy which gives the council flexibility during the plan to respond to changes in the market and a policy which should be supported and taken forward by all local planning authorities.

### **Policy Ec5 – Existing employment areas**

- 3.29 Table 5 of this policy includes a list of existing employment areas. The list includes Mercia Park at J11 of the M42 (reference **x**). IMP supports the inclusion of Mercia Park in this table as one of the *“best performing”* employment sites in the district.

### **Policy IF1 – Development and Infrastructure (Strategic Policy)**

- 3.30 IMP have no specific comments on this draft policy at this stage. However, as per paragraph 9.11 in the Proposed Policies document, IMP wish to reserve the right to review and comment on the second part of the 'Infrastructure and Delivery Plan' once it is available.

### **Policy IF5: Transport Infrastructure and New Development**

- 3.31 It is considered that draft Policy IF5 is largely in accordance with the NPPF. However, the following minor amends (with deleted text shown with a strikethrough and new text in red) are suggested, to ensure it is not overly restrictive and the requirements are proportionate to the development proposed.

*(3) (b) Where ~~necessary~~ appropriate, providing for a bus link within the development.*

*(5) (c) Any offsite highways improvements necessary to mitigate the impact of the development **to an acceptable level.***

### **Policy EN2 – River Mease Special Area of Conservation (Strategic Policy)**

- 3.32 The supporting text to this draft policy states that the two previous Developer Contribution Schemes (DCS1 and DCS2) have “*limited capacity in terms of how much development could be supported and are both now full*”. It goes on to say that the council are working with partners on a third DCS. We look forward to receiving further information about the status of this scheme in due course.

### **Appendix A – Proposed Changes to the Policies Map**

- 3.33 The Proposed Policies document includes an appendix which covers the proposed changes to the policies map. Mercia Park is shown as an 'existing employment area (EEA)' (ref x). We have reviewed the boundary of the site on the council's plan and confirm it aligns with the boundary of Mercia Park.

### **District Wide Policies Map**

- 3.34 The council is also consulting on changes to its policies map to include the proposed allocations. We have reviewed the proposed boundary of the site (land north of J11 A/M42) and confirm it aligns with the land being promoted by IMP. This is confirmed at **Appendix 1.**

## 4. Response to Proposed Housing and Employment Allocations Document

### Chapter 6. Potential Locations for Strategic Distribution – Land north of J11 A/M42 (EMP82)

- 4.1 Our client, IMP, strongly supports the inclusion of 'land north of J11 A/M42' as a 'location for strategic distribution' (employment). This site provides a significant and valuable opportunity to build on the success of Mercia Park, which lies to the immediate west.
- 4.2 The site provides an opportunity to capitalise on the success of Mercia Park to create a hub of strategic employment development at A/M42 Junction 11. Mercia Park has been hugely successful in delivering a 3.5m sqft logistics development which is home to Jaguar Land Rover's Global Logistics Centre (Unipart) alongside a flagship and national distribution facility for global transport and logistics company DSV.
- 4.3 To ensure a positive long-term legacy, Mercia Park placed equal focus on delivering high-quality green infrastructure and an extensive social value programme to have a positive impact on surrounding communities through skills, training and community funding. This is recognised at paragraph 7.46 of the Proposed Policies document, which notes an Employment Scheme for the construction phase of Mercia Park at J11 M42 was secured as part of the planning permission. This scheme included a £350,000 Mercia Park community fund, generating beneficial social value for the surrounding communities and supporting 61 local groups and projects, making a real difference in the local area.
- 4.4 IMP has a strong track record of delivering high-quality employment developments. Beyond Mercia Park, these include:
- **Peddimore, Birmingham** – IMP were selected as Birmingham City Council's development partner for Peddimore in 2018, comprising a best-in-class employment development (4.1m sqft) for national and international manufacturing and logistics businesses occupying a strategic position on the edge of the city. Peddimore includes commitments to high quality design, place-making, sustainability, accessibility and social value and delivery is now well advanced with Amazon taking occupation of a start of the art fulfilment centre.
  - **Hinckley Park, Leicestershire (J1, M69)** – a strategic employment site adjacent to the M69 and A5, comprising c.121,000 sqm of industrial and logistics floorspace.
  - **Birch Coppice Business Park, North Warwickshire (J10, M42)** – c.160ha strategic (rail connected) employment site. IMP worked in partnership with North Warwickshire Borough Council to transform Birch Coppice from a disused colliery, employing c.1,500 people when operational, into an award-winning business park which accommodates c.6,000 jobs. Birch Coppice was developed to high standards of building design, park infrastructure, landscaping, amenities and management.

- **The Hub, Witton, Birmingham** – relocation site for the Birmingham Wholesale Markets and a key employment site within the city.
- **Blythe Valley Park, Solihull (J4, M42)** – 116ha mixed use development, incorporating Blythe Valley Business Park (65,000sqm floorspace) and benefitting from planning permission for a mixed use residential-led (750 units) development.

4.5 IMP will apply its experience of delivering similar key projects both nationally, and at Mercia Park, to deliver a proportionate expansion of strategic employment at Junction 11 which maintains the high standards of development at Mercia Park. At the same time, IMP remains committed to realising its ambition to create quality and sustainable outcomes, ensuring that additional development continues to set the standard for UK industrial and logistics development and delivers significant benefits to the local community and wider region.

4.6 IMP is now in advanced discussions with a prospective occupier for the site and has been engaged in pre-application discussions with NWLDC in recent months. An expert team of consultants has been appointed to undertake the relevant technical surveys and assessments in the lead up to the submission of a planning application later this year. From our initial discussions with NWLDC and assessments undertaken, there are currently no obvious technical matters which would prevent planning permission for employment development on land north of J11 A/M42 from being granted. Given the proposed timing of a planning application, the merits and acceptability of this site from a technical perspective will have been presented to the Council for consideration in advance of the next stage of the local plan process.

4.7 A draft 'policy' has been included within the Housing and Employment Allocations document for land north of J11 A/M42 (EMP82). Part 2 of the policy notes that the allocation of the site in the Regulation 19 plan will only be supported where there is a *"demonstrable need for further strategic distribution in North West Leicestershire"*. IMP have responded on this matter elsewhere within these representations, with more information available at **Appendix 4**. The purpose of our comments on the Housing and Employment Allocations document, is to provide NWLDC with the comfort and the necessary assurances that the emerging proposals for land north of J11 A/M42 would accord with Part 3 of the policy. This states that *"if the site is allocated, a number of matters will need to be addressed"*. A response to each of these matters is set out below.

**(a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.**

4.8 It is proposed to provide a new 3 arm roundabout on the A444 north of the motorway junction which will be the vehicular access to the site. Initial scoping discussions have taken place with both National Highways and Leicestershire County Council as part of the ongoing pre-application discussions. No fundamental concerns have been raised by Highways England or Leicestershire Highways Authority.

4.9 Further work and testing are currently ongoing to support the forthcoming planning application. It will be demonstrated through the modelling, design, safety audit process and appropriate capacity testing that the development access can provide safe and

suitable access for all in accordance with the NPPF, as well as and how the proposals will meet the necessary standards of the County Highways Authority.

**(b) The site being accessible via a range of sustainable transport options including effective walking and cycling connections.**

4.10 Mercia Park is currently served by the No. 19 and No. 20 bus routes which provide services to Burton, Swadlincote, Donisthorpe, Measham, Seckington and Tamworth. Both services run to serve shift patterns on Mercia Park. The patronage of these bus services is increasing, with latest figures showing that usage of the No. 20 route is up by 100% (from around 40 per week to 90 per week) while usage of the No. 19 route is also on a steady upwards trajectory. Initial transport work has confirmed that proposed units on land north of J11 A/M42 site would be within a reasonable walking distance of the bus stops on Mercia Park and would therefore benefit from an established sustainable transport option. The appended Connectivity Plan (**Appendix 3**) clearly demonstrates the connectivity and permeability between Mercia Park and the proposed allocation of 'land to the north of J11 A/M42'.

**(c) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, to limit the impact of development on the wider landscape in particular in views from the north.**

4.11 IMP current proposals for the site have been developed as a 'landscape-led' approach, mirroring the successful approach that was taken to Mercia Park. IMP's appointed landscape consultant has identified areas along the perimeter of the site which require additional landscape planting, while the emerging layout of the proposals has been shaped by a preference to retain as many of the existing trees and hedgerows on site as possible.

4.12 The whole of the northern field will be retained as part of the proposed landscape infrastructure that wraps around the site. It retains the protected trees to the north as well as the mature oaks to the west, adjacent to the A444 and the hedgerows that form this parcel of land. The creation of woodland blocks, shelter belts, ponds and additional native scrub planting all associated with gentle mounding help to provide both screening but also valuable habitat creation and amenity space.

4.13 The proposals have been discussed with NWLDC officers during pre-application meetings with no major concerns identified. Wider landscape views will be assessed as part of the submission of a planning application, with any required mitigation provided as part of the proposals. The emerging proposals for land north of J11 A/M42 (shown at **Appendix 2**) have been developed with a similar density to the adjacent Mercia Park, which is widely considered to be a successful landscape-led scheme.

**(d) The provision of evidence that assesses and addresses the impact of development on biodiversity and the achievement of biodiversity net gain in accordance with national requirements.**

4.14 Preliminary assessment work on biodiversity net gain has been completed for the proposals and is informing the comprehensive approach to green infrastructure

provision. IMP is committed to maximising biodiversity net gain on site as far as possible through appropriate habitat creation, including planting of trees, hedgerow and scrub and wetland creation.

**(e) Assessment of the impacts of development on heritage assets and measures to address any harm identified.**

4.15 An Initial Heritage Appraisal has been prepared for the proposals and has been shared with the council's Conservation Officer and Historic England as part of the ongoing pre-application discussions. It will inform discussions with these consultees and influence scheme development to ensure that any effects on heritage assets are eliminated or minimised.

**(f) The provision of a Flood Risk Assessment.**

4.16 IMP has appointed a flood risk and drainage consultant who is preparing a Flood Risk Assessment that is NPPF-compliant to support the planning application. The entirety of the site lies within Flood Zone 1, and it is not anticipated that there will be any flood risk issues which would preclude the development of the site, especially when appropriate mitigation including a comprehensive sustainable urban drainage strategy, which also forms a component of BNG, will be provided.

**(g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease Special Area of Conservation).**

4.17 The proposals for land north of J11 A/M42 will benefit from existing capacity within Mercia Park's drainage system. This will ensure that wastewater (foul flows) will be pumped out of the River Mease Special Area of Conservation catchment, towards a Severn Trent Wastewater Treatment Works in Tamworth. Accordingly, this removes any risk of the development contributing to elevated levels of phosphorous entering the River Mease.

**(h) A surface water drainage strategy which demonstrates how pollutants and sediments from the proposed development will be prevented from reaching the River Mease. This should include a Construction Environment Management Plan (CEMP).**

4.18 Surface water drainage will be treated on site through a sustainable urban drainage strategy. Full details will be provided as part of a Drainage Strategy and a CEMP is also to be provided as part of the future planning application. This will set out the responsibilities with regards to compliance with legislation and to implement any mitigation measures. It will detail the management measures to minimise environmental impact from the construction phase of the development.

**(i) A satisfactory design and layout.**

4.19 The potential layout of the site is the subject of pre-application discussions with the council. The appended Emerging Site Layout Plan (**Appendix 2**) provides an illustration of how the scheme could come forward to deliver approximately 110,000sqm of

employment floorspace. The emerging layout shows the scheme as a landscape-led design, which maximises biodiversity net gain, maintains the quality of environment at Mercia Park, and ensures opportunities to connect to Mercia Park are delivered.

**(j) Demonstration of the functional connection between this site and Mercia Park e.g. shared facilities, sustainable transport links etc.**

- 4.20 Paragraph 6.11 of the Housing and Employment Allocations document is clear that employment development at land north of J11 A/M42 could “*capitalise on the profile of Mercia Park with the potential to share infrastructure*”. IMP strongly agree with this view, and this is a key design principle for the land to the east of the A444.
- 4.21 Opportunities to deliver a strong functional connection between Mercia Park and the site will be fully explored. As referred to above, it will be demonstrated as part of a future planning application that the proposed employment units on the site would be located within a reasonable walking distance of an established bus service. In this regard, it is relevant to note that the majority of the site is already within a just under 1,000m walking distance of the most easterly bus stop on Mercia Park (located close to the main vehicular entrance to that site).
- 4.22 Mercia Park and the site proposed for allocation would be physically connected by new active travel crossing points over the A444 proposed to the north and south of the site, and these are illustrated on the Connectivity Plan at **Appendix 3**. This plan also shows how new amenity areas and walking routes would be created on the site and how these could connect into already established routes within Mercia Park and the wider area, enhancing permeability for employees and the local community.



## 5. Response to the Employment Topic Paper

- 5.1 Paragraph 45 of the Employment Topic Paper notes that the Leicester and Leicestershire authorities have signed a Statement of Common Ground committing to joint working on strategic B8 matters and their distribution. It refers to a report (Apportionment Study) that is currently being prepared by consultants to advise on the approach to satisfying the need for strategic distribution floorspace in a way which maintains an appropriate supply across the Areas of Opportunity in terms of geography and trajectory, as recommended by the strategic distribution study.
- 5.2 In advance of this work being published, NWLDC notes at paragraph 46 that there is an existing supply of land with planning permission in and around Castle Donington, while in Ashby, GLP's employment scheme at J13 of the A42 ('G-Park Ashby') is currently under construction. This leads onto paragraph 47 of the Topic Paper which states that, given these existing permissions, this points to the southern end of the A/M42 in Area 5 (of the 'Areas of Opportunity') as being the *"most likely area for a site allocation in North West Leicestershire"* and therefore, by extension, land north of J11 A/M42 (EMP82) *"would be the most appropriate site to allocate"*. IMP strongly support this position.
- 5.3 In terms of demand, the Turley Economics, Review of Strategic Warehousing Needs in North West Leicestershire (**Appendix 4**) indicates the scale of unmet market demand for units in excess of 9,000 sqm (100,000 sqft) in the A/M42 corridor. Market evidence provided by Avison Young points to a significant need and demand for additional land in this part of the district, which remains a strategic location for occupiers due to its connectivity.
- 5.4 By implication, land and employment space are at a premium with demand exceeding the pace at which new supply is coming to the market. Based on annual average take up over the past 5 years, Avison Young estimate that the existing built supply of strategic-scale floorspace, equates to just 8.25 months-worth of supply. The available supply of land is also limited to just two sites, with only one of these sites being located in Area 5, further compounding the supply shortage and offering limited scope to satisfy unmet need beyond the next 12 months. The scale of unmet demand also remains exceptionally high with over 5 million sqft (464,500 sqm) of active enquiries for sites in the M42 corridor from a mix of national, regional and international occupiers, having been identified by Avison Young. This evidence provides a strong and compelling market justification for the allocation of additional land to meet strategic distribution needs, which in the North West Leicestershire context, points strongly in favour of the southern end of the A/M42 corridor and EMP82 which directly adjoins Mercia Park and J11.

## 6. Response to Evidence Base and Site Assessment Work

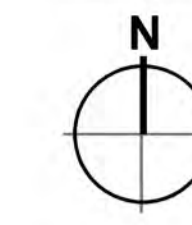
- 6.1 The following documents have been reviewed as part of these representations:
- Interim Sustainability Appraisal Report of the Site Options (March 2023);
  - Sustainability Appraisal Employment Site Proformas; and
  - Detailed Site Assessment: Outcomes, Employment Site Assessments
- 6.2 A review of these documents has been prepared by Turley Sustainability (see **Appendix 5**).
- 6.3 IMP fully support the proposed allocation of its site (EMP82) but, based on the performance of Mercia Park and the evidence gathered to date for land north of J11 A/M42, consider that it will deliver far greater sustainability benefits than currently identified by the Interim Sustainability Appraisal Report (March 2023).
- 6.4 Given the nature of the assessments, it would appear there are a few minor errors in the scoring of IMP's site which should be corrected at the earliest opportunity, and certainly ahead of the Regulation 19 version of the Local Plan being published.
- 6.5 IMP support the methodology deployed to date given the strategic nature of the Regulation 18 draft Local Plan but do consider there to be opportunities to improve the SA methodology which can only result in the identification and selection of more sustainable allocations, delivering benefits to North West Leicestershire. These comprise:
- The creation of an employment specific SA Framework to assess and identify the true sustainability performance of employment sites and identify further opportunities for mitigation.
  - To incorporate site visits where necessary for the large strategic sites to identify site characteristics and opportunities for further enhancement. We would recommend that this includes a tour of Mercia Park to visualise the benefits identified in this report and identify measures that can be deployed to other strategic sites.

## 7. Conclusion

- 7.1 These representations have been submitted to strongly support the proposed allocation of land north of J11 A/M42 as a 'potential location for strategic distribution' (employment uses) (EMP82).
- 7.2 IMP trust that the representations to the draft policies and the further clarifications on technical matters contained within this report are of assistance to the council. IMP also hope that the appended reports provide officers with additional supporting information on strategic employment need and demand, along with our commentary on the performance of the site in the Interim Sustainability Appraisal.
- 7.3 IMP is currently working with officers through pre-application discussions to prepare a robust and comprehensive planning application seeking planning permission for strategic employment development on this site.
- 7.4 IMP and its appointed technical team look forward to continuing to work with the council during these pre-application discussions and to assist the council in preparing its New Local Plan.
- 7.5 Should officers require further information on the site or on any of the points raised in these representations, please get in touch to discuss in further detail.

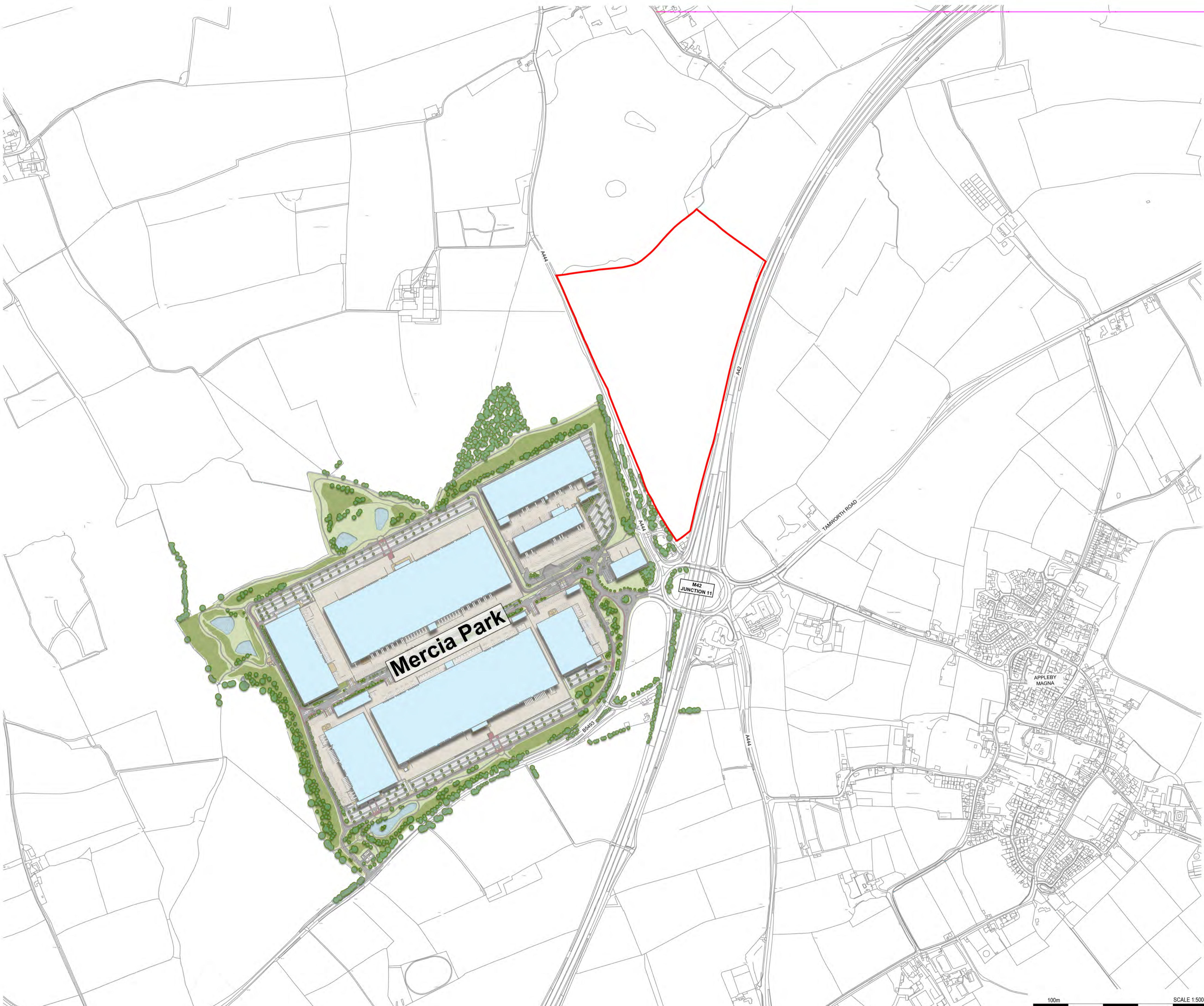
## **Appendix 1: Site Boundary Plan**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



KEY

 Site Boundary for Site EMP82  
27.86 Hectares



100m SCALE 1:5000

**PLANNING**

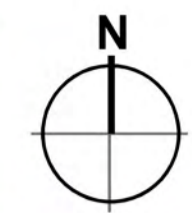
rev | amendments | by | ckd | date  
 Land off A444 for expansion of  
 Mercia Park (SHELAA site EMP82)  
 Site Boundary Plan




Drawing Status: Planning  
 Drawn / Checked: SG / GH  
 Date: 14.03.2024  
 Scale: 1:5000 @ A1  
 Drawing no: 18139-UMC-SI-ZZ-DR-A-0001  
 Revision: P.2

## **Appendix 2: Emerging Site Layout Plan**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



-  Mercia Park Boundary
-  Areas of native hedging and existing trees to be retained
-  Mix of grassed and wildflower meadow areas
-  Areas in which new trees are to be planted
-  New paths formed around the site connecting to Mercia Park

Site Densities (Gross to net developable area)	
Mercia Park	Circa 69.0%
Phase 02	Circa 65%



rev | amendments | by | ckd | date  
 Land North of J11 A/M42 EMP82

Emerging Site Layout



Drawing Status:	Feasibility
Drawn / Checked:	JT / SG
Date:	20.02.2024
Scale:	1:2000 @ A1
Drawing no:	Revision:
18139 F0045	D

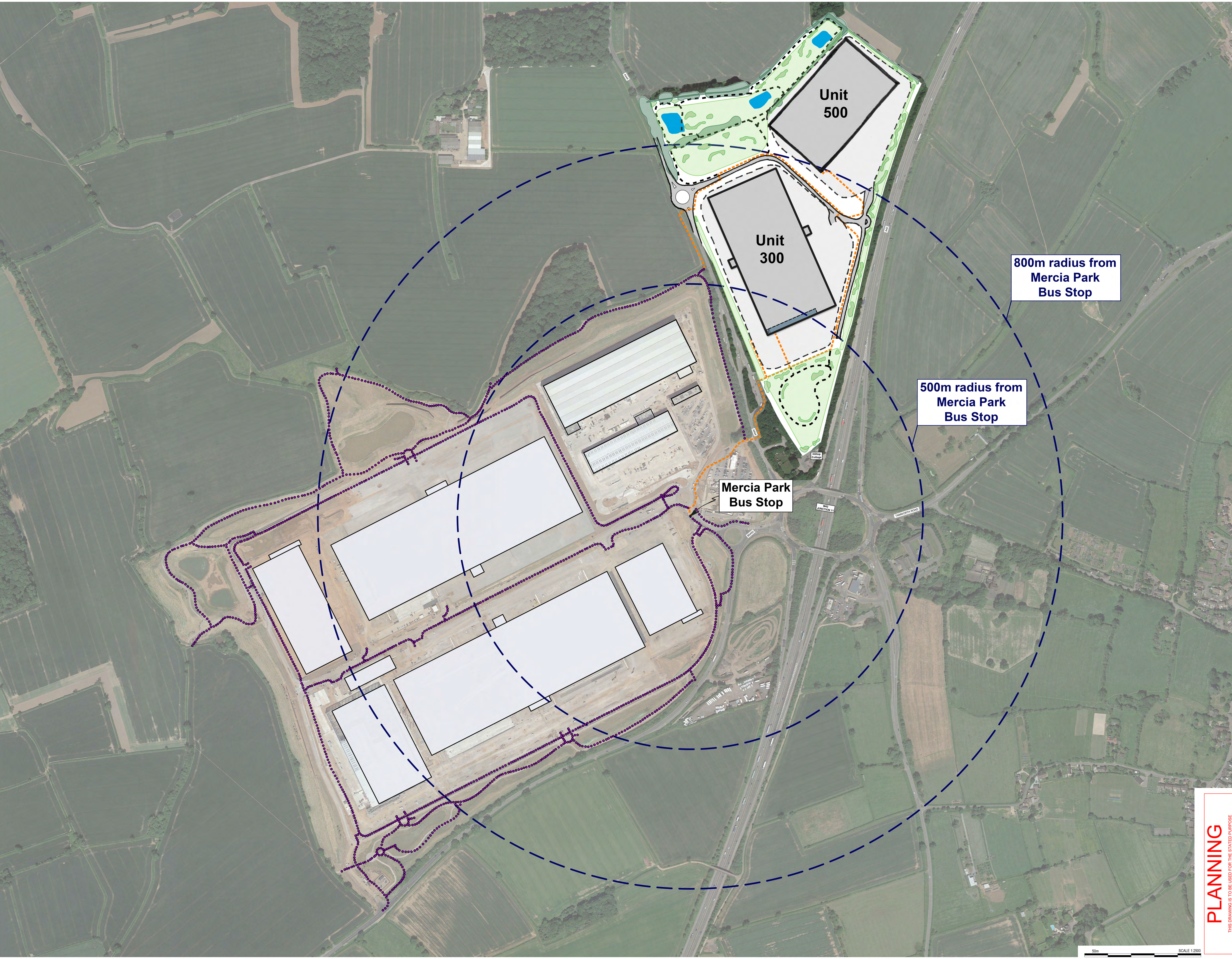
## **Appendix 3: Connectivity Plan**



Dimensions are in millimeters, unless stated otherwise.  
It is the recipient's responsibility to print the document to the correct scale.  
All relevant drawings and specifications should be read in conjunction with this drawing.



- Proposed pedestrian / cyclist route between Mercia Park & Phase 2
- Siteside landscape footpath
- Internal Mercia Park footpaths



800m radius from  
Mercia Park  
Bus Stop

500m radius from  
Mercia Park  
Bus Stop

Mercia Park  
Bus Stop

Unit  
500

Unit  
300

**PLANNING**  
THIS DRAWING IS TO BE USED FOR THE STATES RESPONSE ONLY AND SHOULD NOT BE USED FOR ANY OTHER

rev. amendments		by		date	
Land off A444 for expansion of Mercia Park (SHELAA site EMP82)					
Connectivity Plan					
LOD 3		LOI 3			



RIBA Profit Stage:	2 - Concept Design
Document Stability:	22
Drawn / Checked:	JT / JG
Date:	11/03/2024
Scale:	1:2500 A0
UMC Project Number:	18139
Document Reference:	18139
Drawing no.:	0104
Revision:	P03

50m SCALE 1:2500

**Appendix 4:** Review of Strategic Warehousing Needs in North West Leicestershire – Turley Economics

# **Review of Strategic Warehousing Needs in North West Leicestershire**

A report by Turley on behalf of IM Properties

March 2024

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5.	Current and Future Labour Supply	15
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Appendix 1: Take up of Prime Grade A Units (>100,000 sq ft) in the A/M42 Corridor (2019-2023)

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Appendix 2: Supply of Prime Grade A Units (>100,000 sq ft) in the A/M42 Corridor

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# 1. Introduction

- 1.1 Turley has been commissioned by IM Properties (IMP) to consider the latest evidence on the need and demand for large scale industrial and logistics units (over 9,000 sqm) in Leicestershire and North West Leicestershire more specifically. This evidence forms a critical context for the future selection of locations for strategic-scale warehousing being considered by North West Leicestershire District Council ('the Council') in the Regulation 18 draft of its new Local Plan<sup>1</sup> ('the draft Plan'), which is out for consultation until 17 March 2024.
- 1.2 This report is provided to support wider representations made by Turley on behalf of IMP, which are continuing to promote 'land to the north of J11 A/M42' ('the site') (EMP82) which comprises 28ha of land to the east of Mercia Park and the A444 with capacity for approximately 100,000 sqm of employment floorspac, alongside substantial green infrastructure for recreation and biodiversity net gain.
- 1.3 The site represents a sustainable and deliverable opportunity to satisfy the need for additional strategic distribution floorspace in a location which has been recognised by the Council as offering the opportunity to capitalise on the existing Mercia Park development as an expanding employment location at J11 M42<sup>2</sup>.

## Report structure

- 1.4 This report is structured as follows:
- **Section 2: Understanding Future Economic Development Needs** – a concise review of the draft Policy S1 and evidence base being relied upon to justify the stated requirements;
  - **Section 3: Emerging Approach to Satisfying Strategic Distribution Needs** – an overview of the Council's emerging approach for accommodating strategic distribution needs across Areas of Opportunity identified in its evidence.
  - **Section 4: Evidencing the Need for Additional Sites in the A/M42 Corridor** – a presentation of the latest market evidence on strategic distribution demand nationally, regionally, and more locally within the A/M42 corridor sub-market area;
  - **Section 5: Current and Future Supply of Labour** – a high level analysis of the scale of the current and future labour-force and continued importance of the generation of continued growth in jobs in the logistics sector to sustain it; and
  - **Section 6: Conclusion** – a concise summary of the findings and implications of this report for preparation of the draft Plan.

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<sup>1</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies for Consultation

<sup>2</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040. Topic Paper - Employment

## 2. Understanding Future Economic Development Needs

- 2.1 The Council has published its Regulation 18 draft Local Plan covering the period from 2020 to 2040, which *inter alia* includes draft policies relating to economic development needs and employment land, including potential locations for meeting strategic warehousing needs.
- 2.2 A key plan objective within this context is to “*Support the district’s economy, including its rural economy, by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers*”<sup>3</sup>.
- 2.3 Draft Policy S1 sets out future housing and economic development needs confirming a requirement for employment land purposes to 2040 as being 59,590 sqm for office uses (defined as the former B1 (now part of Class E)) and 195,500 sqm for industrial and small warehousing (defined as Class B2 and Class B8) of less than 9,000 sqm<sup>4</sup>. The requirement reflects needs assessed in the *Stantec Need for Employment Land Study*<sup>5</sup>. It is noted that a separate Housing and Economic Needs Assessment (HENA)<sup>6</sup> for Leicester and Leicestershire has also been prepared, albeit for the purposes of the new Local Plan the Stantec study, which presents a slightly higher requirement, is being used as the primary evidence of general employment needs<sup>7</sup>.
- 2.4 Draft Policy S1 also highlights the Council’s intent to plan positively for large scale warehouses of over 9,000 sqm. Notwithstanding this, it is subsequently confirmed that the requirement for land for strategic B8 (warehousing) of more than 9,000 sqm is still to be determined and will be addressed as part of the Regulation 19 Plan, having regard to the outcome from the *Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace study*, which has been commissioned to assess how best to meet needs which have been assessed in the *Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change Study*<sup>8</sup> (“the Strategic Distribution Study”) completed in 2021 and amended in March 2022.
- 2.5 Ensuring there is sufficient land available in the district for strategic distribution is considered to be vitally important in the context of North West Leicestershire’s strategic location and ongoing role within the “*core Golden Triangle for strategic distribution*”<sup>9</sup> and in an area which has previously been identified within the Local

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<sup>3</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies Consultation, p13

<sup>4</sup> *Ibid*, p16

<sup>5</sup> Stantec (2020) North West Leicestershire: The Need for Employment Land

<sup>6</sup> IcenI (2022) Leicester and Leicestershire Housing and Economic Needs Assessment

<sup>7</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 8.

<sup>8</sup> GL Hearn, IcenI Projects and MDS Transmodal (2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (updated March 2022)

<sup>9</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 9

Enterprise Partnership's Economic Growth Strategy as "*the UK's central logistics hub*" having gained "*significant jobs and investment*" due to its "*strategic location*"<sup>10</sup>.

## Assessed strategic distribution needs

- 2.6 As outlined above, the requirements for strategic scale employment floorspace (in excess of 9,000 sqm) has previously been assessed within the Strategic Distribution Study. The study, prepared in conjunction with other Leicestershire authorities, quantitatively assesses the future need for both rail-served and non-rail served sites for large scale warehouse<sup>11</sup> uses over the period to 2041 across the Leicester and Leicestershire Functional Economic Market Area (FEMA), adding to the understanding of needs relating specifically to logistics operators in the area.
- 2.7 The study remains the primary evidence of strategic distribution needs for the new Local Plan, identifying a need for an additional 768,000 sqm (307 hectares) at rail served sites and 392,000 sqm (112 hectares) at non-rail served sites across Leicester and Leicestershire for the period 2020-41<sup>12</sup>.
- 2.8 A Statement of Common Ground (SoCG) relating to '*strategic warehousing and logistics need*' was subsequently published in September 2021<sup>13</sup> in which the previously estimated 112ha shortfall of road-served land, was recalculated taking account of more recent completions confirming that a 301,293 sqm (96ha) shortfall remained as of that point. It made clear that this would reduce only slightly, albeit to an unspecified level in terms of land, when accounting for the subsequent resolution to approve another development in North West Leicestershire<sup>14</sup>. The SoCG subsequently refers to the "*strong*" pipeline, suggesting that any supply shortfall will only start to emerge in the mid-2030s, but confirms nonetheless that "*the authorities will collaborate to ensure the remaining 301,293 sqm is appropriately planned for*"<sup>15</sup>.
- 2.9 Although the study is clear in concluding a shortfall of road-served logistics space which will arise throughout Leicester and Leicestershire between 2020 and 2041, a period that closely aligns with the specified timeframe of the draft Plan (2020-40), the estimates being relied upon are likely to be an underestimate of the true scale of need and demand given:
- **The relatively novel approach used to model need**, with the preferred scenario based on forecast traffic growth and stock replacement. It is notable that neither approach features amongst the approaches recommended in the PPG<sup>16</sup>, casting a degree of doubt over the robustness of the associated estimates the scenario generates. This is compounded by the study's lack of explanation of why these

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<sup>10</sup> Leicester and Leicestershire Enterprise Partnership (December 2021) Economic Growth Strategy 2021-2030, executive summary, p5

<sup>11</sup> Defined as specifically warehouse floor space that is greater than 9,000 square meters in total

<sup>12</sup> GL Hearn, Icen Projects and MDS Transmodal (2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (updated March 2022), page 11

<sup>13</sup> Leicester and Leicestershire Authorities – Statement of Common Ground relating to Strategic Warehousing & Logistics Need (September 2021)

<sup>14</sup> *Ibid*, paragraph 3.4

<sup>15</sup> *Ibid*, paragraphs 3.5 and 3.10

<sup>16</sup> PPG Reference ID 2a-027-20190220

datasets have been combined or indeed why either can be considered to provide a realistic indication of future need in their own right.

- **The overriding assumption that 43% of logistics space will require access via rail**, with this being treated separately and deducted to leave the aforementioned estimate for road-served space. This simply represents the midpoint between the new-build warehousing nationally forecast to be located at rail-served sites (26%) and the proportionate representation of larger units amongst the existing stock of large-scale warehouses throughout the East Midlands (c.60%), the latter appearing to be used on the assumption that larger warehouses will generally be attracted to Strategic Rail Freight Interchanges. The resulting figure of 43% is, however, speculative and largely untested, threatening to present rail-served logistics as a panacea for modal shift whereas at schemes like Birch Coppice the reality is that only a minority of occupiers (c.10%) actually make use of the available rail access. The approach of the study is such that a reduction of this 43% figure would automatically increase the demand for road-served space, and thus increase the size of the shortfall.
- **The potential uplift generated by more conventional past take up approaches** - According to the study itself, a more conventional approach based on past completions<sup>17</sup> would notably suggest a need for around 5% more space, or likely even more when updating this scenario to incorporate more recent completions, enlarging the scale of the shortfall. Furthermore, the shortfall could indeed emerge sooner based even on the study's own approach, which is understood to assume a steady rate of demand throughout the period from 2020 to 2041<sup>18</sup> and thus does not account for the record demand that has been experienced in the early years of this period.

2.10 Similar limitations have previously been recognised by Council in their report to the Local Plan Committee on 12 July 2022, where it was noted that *“officers understand that market demand of strategic warehousing has been particularly high in the period since the Strategic Warehousing Study was commissioned. If the work were repeated now, it is feasible that a higher requirement would result”*.<sup>19</sup>

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<sup>17</sup> GL Hearn, Icen Projects and MDS Transmodal (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change, Table 49. This confirms that the “completions trend” scenario implies a need for 2,702,000sqm of space between 2020 and 2041, compared to 2,571,000 under the preferred scenario (“High replacement, sensitivity test traffic growth”)

<sup>18</sup> GL Hearn, Icen Projects and MDS Transmodal (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change, Table 73. The “total requirements” stated equate to circa 69.8ha per annum in each column

<sup>19</sup> North West Leicestershire District Council (2022) Report to the Local Plan Committee – Local Plan Review – Response to Consultation, paragraph 6.4.12



## Implications for the Draft Local Plan

- 2.11 Whilst assessed strategic distribution needs are FEMA-wide, given North West Leicestershire’s strategic road accessibility, the study’s recommendations highlight a prevailing economic opportunity that the council needs to consider contributing towards. This has previously been recognised by the council, signalled by the agreement of the Local Plan Committee in July 2022 to work towards a provisional figure of 106,000 sqm<sup>20</sup> corresponding to 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace assessed at that time. This figure reduces to approximately 100,700 sqm (or 28.8ha) for an end date of 2040<sup>21</sup>.
- 2.12 Whilst this figure is considered to be a potential underestimate – for the reasons highlighted above – and is not intended to signal the council’s commitment or agreement to take a particular share of the remaining Leicester and Leicestershire need, it is nonetheless considered reasonable and proportionate for the council in its Regulation 19 Plan to make a relatively sizeable contribution of at least 50% towards clearing the ongoing shortfall. This should also be viewed as a minimum benchmark, given that the need assessed in the Strategic Distribution study is also likely to emerge sooner than suggested in the SoCG owing to more recent take up.
- 2.13 Such a strategy can be further justified given that:
- North West Leicestershire already accommodates around **30%** of all large-scale warehouses that exist in Leicester and Leicestershire, as of 2019, with the average size of such units (26,178 sqm) also larger than in all but one other local authority area<sup>22</sup>;
  - The borough is responsible for some **70%** of this area’s modern large warehouses, developed since 2010<sup>23</sup>;
  - It met **50%** of all demand for industrial space that arose throughout Leicester and Leicestershire over five years to 2019<sup>24</sup>; and
  - The industrial space completed in North West Leicestershire between 2012 and 2019 equates to **51%** of all provided throughout Leicester and Leicestershire in that time<sup>25</sup>.
- 2.14 The timing and scale of the identified shortfall evidently remains highly relevant to the drafting of Policy S1, with further work being undertaken presenting an important

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<sup>20</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 11.

<sup>21</sup> North West Leicestershire District Council (2022) Report to the Local Plan Committee – Local Plan Review – Response to Consultation, paragraph 6.6.6

<sup>22</sup> GL Hearn, Icen Projects and MDS Transmodal (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change, Table 8

<sup>23</sup> *Ibid*, Table 9

<sup>24</sup> *Ibid*, paragraph 4.30

<sup>25</sup> *Ibid*, Table 46

opportunity to inform and shape the council's approach and ensure the policies are soundly based.

- 2.15 The characteristics of the North West Leicestershire strategic distribution market outlined above also represent important qualitative consideration for the council in its drafting of Policy S1 but also in informing the apportionment study and proposed locations for strategic distribution in order to plan positively for such needs in line with the requirements of PPG<sup>26</sup>.

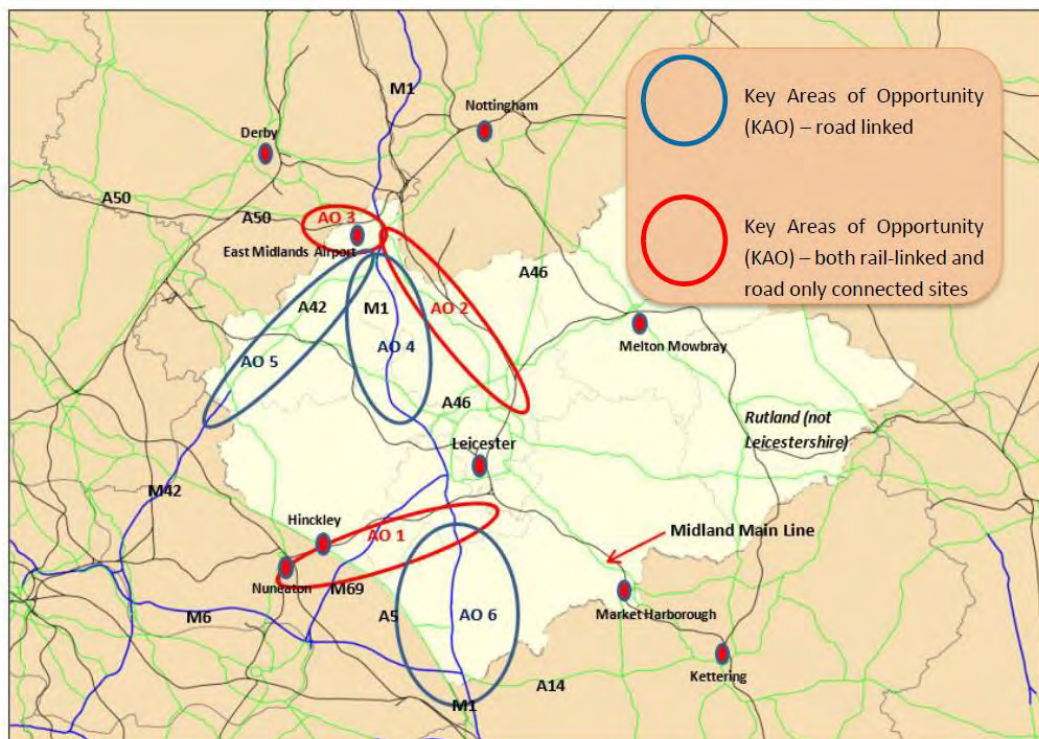
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<sup>26</sup> PPG Reference ID 2a-031-20190722

### 3. Emerging Approach to Satisfying Strategic Distribution Needs

3.1 As noted in the previous section, the Leicester and Leicestershire authorities have committed to continued joint working and are understood to have commissioned a study to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire. This work, known as the *Apportionment of Strategic Distribution Floorspace Study* will also provide advice on satisfying the need for strategic distribution floorspace in a way which maintains an appropriate supply across the six Key Areas of Opportunity<sup>27</sup> where new strategic sites should be located, previously identified in the 2021 Strategic Distribution Study and shown in Figure 3.1 below.

Figure 3.1: Key Areas of Opportunity<sup>28</sup>



Source: Strategic Distribution Study 2021

3.2 As shown in figure 3.1 above, all six Areas of Opportunity follow main transport corridors. Given North West Leicestershire’s strategic accessibility, four of the six also fall partially or entirely within the district, albeit the Strategic Distribution Study notes

<sup>27</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 45.

<sup>28</sup> GL Hearn, Icen Projects and MDS Transmodal (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change, Figure 15

that *“the actual potential is much more limited”* once constraints have been taken into account.

3.3 These locations are reconfirmed in the Employment Topic Paper as including:

- Area 2 (road + rail served) – between Syston and Ratcliffe-on-Soar, broadly following the A6, M1 and Midland Main Line transport corridors, incorporating Loughborough;
- Area 3 (road + rail served) – between Ratcliffe-on-Soar and Castle Donington/border with Derbyshire broadly following the A50, M1, Midland Main Line and the freight- only line;
- Area 4 (road only)– to the NW of Leicester broadly following M1 and A511, including Coalville and Shepshed; and
- Area 5 (road only) - A42 transport corridor including Ashby de la Zouch<sup>29</sup>.

3.4 It is of note, that Strategic Distribution Study recommends that *“new land should initially be allocated in those Areas of Opportunity where there is an identified under-supply of strategic sites, ahead of those Areas of Opportunity which are currently well provided for”*<sup>30</sup>.

3.5 In this regard the council’s own assessment confirms an existing supply of land with planning permission in and around Castle Donington which coincides with AO3 and the northern ends of AO2, AO4 and AO5<sup>31</sup>. This is understood to comprise two extant outline permissions including 92,500 sqm for B8, B2 and E(g)(iii) use on a 20.6ha site at J1 A50<sup>32</sup> and a further 72,725 sqm of strategic and non-strategic B8 on a 51.7ha site at Netherfield Lane, Sawley<sup>33</sup> (72,725 sqm), indicating that these areas are well provided for at the current time.

3.6 Having regard to supply coming forward across the market geographies covered by the other three AO’s, coupled with the fact that the last remaining site with planning permission, located at G Park, Ashby, is now under construction, the southern end of the A/M42 in AO5 is identified as *“the most likely area for a site allocation in NWL at this time, if additional land is required in this part of the district”*<sup>34</sup>.

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<sup>29</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph

<sup>30</sup> *Ibid*, paragraph 11.11

<sup>31</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 46

<sup>32</sup> Planning application reference 19/01496/OUTM

<sup>33</sup> Planning application reference 20/00316/OUTM

<sup>34</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 47

## Potential locations for strategic distribution

- 3.7 The council has since published detail on its proposed employment land allocations for consultation<sup>35</sup>. J11 A/M42 (EMP82) is one of two sites identified as a '*Potential Location for Strategic Distribution*'. The other potential location is the East Midlands Freeport located to the south of East Midlands airport, which has been designated as a Freeport Tax site by the Government. It is understood the site is being promoted for a mix of both strategic distribution and general employment uses (based on an 80:20 split) to meet a variety of the overall employment requirements over the Plan period<sup>36</sup>.
- 3.8 In the context of AO5, the role of Mercia Park as "*an expanding employment location*"<sup>37</sup> is also recognised, specifically in the context of its geographic location and accessibility from the J11 M42.
- 3.9 It is understood that at the Development Options and Policy Options stage (January 2022) the council also identified that new development at J11 could capitalise on the profile of Mercia Park with the potential to share infrastructure<sup>38</sup>.
- 3.10 The J11 site is therefore identified as a suitable site to meet the identified strategic distribution needs in an area where the supply of sites is more limited, whilst also focussing development near the higher order settlements, such as Ashby and Coalville where the council in its Topic Paper recognises that "*historically the market has been strongest, capitalising on the existing Mercia Park development and the excellent transport links at J11*"<sup>39</sup>.
- 3.11 The ongoing need for additional land at the southern end of the A/M42 corridor is considered further in the next section with reference to up to date market evidence provided by Avison Young.

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<sup>35</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Land Allocations for Consultation

<sup>36</sup> North West Leicestershire District Council (2022) Report to the Local Plan Committee – Local Plan Review – Response to Consultation, paragraphs 6.7.1 and 6.7.2

<sup>37</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 30

<sup>38</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Proposed Housing and Employment Land Allocations for Consultation, paragraph 6.11

<sup>39</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Topic Paper – Employment, paragraph 30

## 4. Evidencing the Need for Additional Land in the A/M42 Corridor

- 4.1 This section presents an analysis of the latest market evidence on supply and demand trends in the A/M42 corridor, a recognised sub-market within which the proposed J11 allocation (EMP82) is located. The analysis draws on national, regional and local commercial market research prepared by Avison Young who are actively marketing strategic-scale sites and premises across the Midlands, including in the A/M42 corridor, bringing an in depth understanding of the market for strategic distribution in this location.

### National and Midlands Market overview

- 4.2 According to national research prepared by Avison Young, take-up of ‘big-box’ grade A (in excess of 100,000 sq ft) units totalled 19.1 million sq ft (1.8 million sqm) in 2023<sup>40</sup>. Although this was below the 5-year average, during which time take up peaked following the onset of the Covid-19 pandemic, it remains broadly in line with levels of take up witnessed prior to the pandemic.
- 4.3 Although take up nationally has moderated, the Midlands’ prominence remains with the region accounting for 62% of the leasing market and 51% of all enquires received in 2023<sup>41</sup>.
- 4.4 Monitoring of take up undertaken by Avison Young reveals that in the last year, take up across the East and West Midlands totalled 11.9 million sq ft (1.1 million sqm). Whilst across both areas take up was down marginally year on year – from 12.2 million sq ft (1.13 million sqm) in 2022 – the East Midlands remained a key driver of demand with take up of almost 9 million sq ft (c.800,000 sqm) in 2023, exceeding both the previous year (6.8 million sq ft / c.630,000 sqm) and take up recorded pre-pandemic (7.3 million sq ft / c.678,000 sqm).

### A/M42 Corridor

- 4.5 The A/M42 corridor, stretching from the A42 / A511 (Ashby-de-la-Zouch) in North West Leicestershire to the M6 / A446 (Coleshill / Hams Hall) to the south, remains a strong market in the strategic warehousing sector. By virtue of its location in the heart of the country, the corridor provides industrial and logistics operators with access to over 90% of the population within a 4.5 hour drive time for HGV drivers.
- 4.6 The corridor is also extremely well-connected with excellent transport links to the wider motorway network via the A42 that provides quick access to the M1 to the north; the A5 at Tamworth that provides quick (and soon to be more improved) links to the M69 to the east and A38 / M6 Toll to the west; and then to the south the M42 itself links to the M6. This connectivity enables occupiers on the A/M42 to access all major transport routes to service the UK whilst also providing a strong hub into

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<sup>40</sup> Avison Young (2024) Big Box Bulletin - 2023: review of distribution activity

<sup>41</sup> *Ibid*

Birmingham and other major conurbations in the area. For this reason, the corridor is a prime market area where land and floorspace remain in high demand from occupiers.

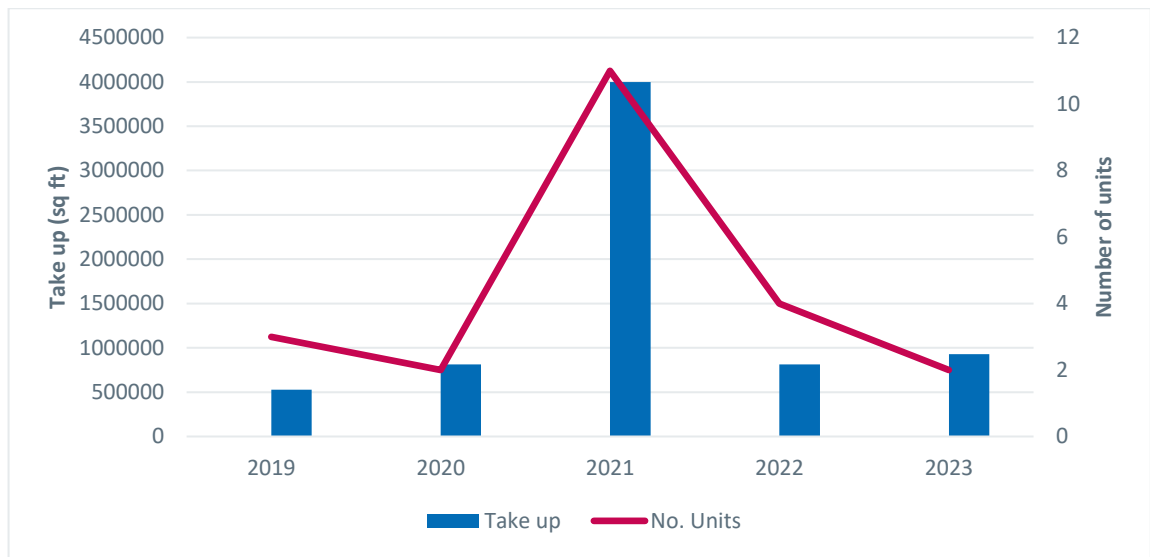
### **Adjacent sub-market areas**

- 4.7 The area between Ratcliffe-on-Soar and Castle Donington following the A50, M1 and Freight only line (A03 as defined in the Strategic Distribution Study) is another proven, albeit distinct, strategic distribution location that benefits from its rail freight terminal and strategic location adjacent to East Midlands Airport, one of the UK's busiest cargo airports. These location attributes have driven strong take up at East Midlands Gateway in recent years, with access to international markets via the airport and UK ports, attracting occupiers such as DHL and Maersk. Other major occupiers include Amazon and a number of 3<sup>rd</sup> Party Logistics (3PL) providers, while Nottingham based occupiers (such as Games Workshop) wanting quick access to UK markets via the M1 have also been attracted. As outlined in the previous section, there is an existing supply of land with planning permission in the area which will help to accommodate additional demand in this location.
- 4.8 Within a North West Leicestershire context, the area to the north west of Leicester following the M1 and A511 (A04), including Bardon / Coalville is another important, and again distinct, sub-market area that has witnessed strong levels of demand in recent years from either the micro-market (growing businesses in the area, satisfying demand for sub 100,000 sq ft units) or 3PL 3PL and Retail occupiers who are seeking quick access to the M1 Corridor. It is of note that Amazon have approx. 1.5m sq ft (140,000 sqm) of space in Bardon which is understood to be placing pressure on labour supply. Avison Young have advised that in some instances, this has resulted in prospective occupiers having to look elsewhere, including towards the A/M42 Corridor which is considered to be less constrained by labour shortages due to its connectivity and wider catchment. Labour supply is explored in more detail within Section 5.

### **Recent development activity and floorspace take up in the A/M42 Corridor**

- 4.9 A summary of take up of Prime Grade A units over 100,000 sq ft in the A/M42 corridor is provided at Appendix 1. These schedules, which are based on monitoring undertaken by Avison Young over the past 5 years, show that there has been consistently strong levels of demand for the A/M42 corridor over an extended period with over 7 million sq ft (c.650,320 sqm) of floorspace across 22 deals taken up over the past 5 years.
- 4.10 Mercia Park has been a key driver of this demand with take up by JLR of 2.91 million sq ft (c.270,300 sqm) and DSV with 575,000 sq ft (c.54,400 sqm). Immediately south at J10, St Modwen Park Tamworth has delivered approximately 695,000 sq ft (c.64,500 sqm) speculatively with 321,000 sq ft (c.29,800 sqm) let to Winit and 119,000 sq ft (c.11,000 sqm) let to Box. There have also been notable deals at Core 42 including 345,000 sq ft (c.32,000 sqm) let to Maersk and 161,000 sq ft (c.15,000 sqm) let to Greencore.
- 4.11 As illustrated in Figure 4.1 below, take up peaked in 2021 with 11 transactions (including 5 at Mercia Park) totalling nearly 4 million sq ft (371,500 sqm) as new supply was completed.

**Figure 4.1: Take up of Grade A space +100,000 sq ft in the M42 Corridor**



Source: Avison Young

- 4.12 Take up was lower across the remaining years, albeit continues to exceed pre-pandemic levels with 813,012 sq ft (75,531 sqm) and 929,619 sq ft (86,364 sqm) recorded respectively in 2022 and 2023, compared to just 526,546 sq ft (48,918 sqm) in 2019.
- 4.13 The strong occupier demand in the A/M42 corridor is however such that the 5-year average equates to 1,416,081 sq ft (131,558 sqm) of take-up per year, which is well in excess of the current level of supply (shown in the Avison Young supply schedule at Appendix 2) which stands at 974,200 sq ft (c.90,500 sqm) across just 5 units, with these being primarily second-hand units due to the lack of development in the last 12 months.
- 4.14 Based on the 5-year average, it can be estimated that there is approximately 8.25 months-worth of supply remaining to satisfy the average demand for the area. Where this is based on the average for the past two years (871,315 sq ft / 80,950 sqm) this increases to just over 1 years-worth of supply, which again will do little to satisfy the levels of demand being witnessed and will result in the market remaining constrained by a lack of built units.
- 4.15 There are also currently only two sites in the A/M42 corridor that could deliver units over 100,000 sq ft (9,000 sqm):
- **G-Park Ashby-de-la-Zouch** - approx. 48-acre (19.4ha) development site, with outline planning consent for up to 753,477 sq ft (70,000 sqm). The site has been plateaued but there are no plans to speculatively develop.
  - **3M Site, Atherstone** - the former 3M site on Ratcliffe Road in Atherstone is currently in the market, being reviewed by both owner-occupiers and developers. The building totals 239,992 sq ft (c.22,300 sqm) on a total site area



of 26.94 acres. The access is comprised and is provides inferior access to the M42 compared to Mercia Park.

- 4.16 Again, when benchmarked against the 5-year average take up these sites would provide only 8.4 months-worth of supply once complete.
- 4.17 The table below provides an understanding as to the level of current occupier interest in the A/M42 corridor.

**Table 4.1: Current active occupier requirements**

Occupier Type	Requirement sq ft
International B2 / B8 occupier	150,000 - 200,000 sq ft
Regional 3PL, with secured customer	175,000 sq ft
National 3PL, with ongoing customer for relocation from existing	150,000 – 200,000 sq ft
International 3PL, to serve existing customer on the M42 corridor	200,000 – 300,000 sq ft
National Food Retailer, with requirement for cold-store for B8 purposes	400,000 – 500,000 sq ft
International 3PL, for expansion purposes	400,000 – 600,000 sq ft
Manufacturer for pre-fabrication	350,000 – 500,000 sq ft
International 3PL, for expanding business	300,000 – 400,000 sq ft
National On-Line Retailer	200,000 – 250,000 sq ft
Regional 3PL, with secured contract with European customer	200,000 sq ft
National 3PL, specialist in temperature-controlled storage and distribution	200,000 sq ft
National High Street Retailer, for new Distribution Centre	300,000 – 400,000 sq ft
International High Street Retailer	400,000 – 600,000 sq ft
Regional Manufacturer	300,000 – 500,000 sq ft
<b>Total sq ft</b>	<b>3,725,000 – 5,025,000 sq ft</b>
<b>Total sqm</b>	<b>346,064 - 466,838 sqm</b>

*Source: Avison Young*

- 4.18 The above list illustrates a pipeline of active enquiries of up to c.5 million sq ft (466,838 sqm) indicating the significant scale of unmet need from a range of national, regional and international occupiers that could be satisfied through the allocation of additional land capable of accommodating larger units.

- 4.19 Within the wider area, Avison Young also report that the price for land is continuing to increase albeit transactions are few and far between due to the scarcity of supply. In addition to increasing land values, overall build costs and the current state of the investment market in the industrial / warehouse sector (softening yields over the last 12 months) has meant that development, namely speculative development, of new space has been reduced. This has impacted the market as there is now a shortage of currently available buildings, which is not able to satisfy the overall levels of demand being witness.
- 4.20 In combination, the market evidence highlights an acute shortage of supply relative to demand in the A/M42 corridor alone, in turn providing a strong and compelling justification for the allocation of additional land to meet identified needs, which in the North West Leicestershire context, points strongly in favour of additional allocation at the southern end of the A/M42 corridor and the J11 A/M42 site (EMP82).

## 5. Current and Future Labour Supply

- 5.1 As referenced in section 2 the provision of a range of employment opportunities which respond to the needs of businesses and local workers represents a key objective of the draft Plan<sup>42</sup>.
- 5.2 It is recognised that the substantial growth in industrial and logistics sector within the authority and across Leicestershire as a whole has had a significant impact on the local economy. This has created substantial opportunities and has also facilitated investments to support the generation of a responsive skilled labour-force.
- 5.3 Sustaining the creation of jobs, as this section considers, is important in both realising the value of the investments made to date to support up-skilling and re-skilling but also to continue to ensure that there are opportunities available from those dis-connected from the employment market. The continued provision of employment opportunities is also important where it is recognised that populations continue to grow, in turn representing an attractive proposition for continued investment by new businesses to the area.

### A broadening profile of employment opportunities

- 5.4 The Strategic Distribution Study affirms that modern warehouses are increasingly offering a breadth of employment roles. It identifies that:
- *“distribution warehousing is requiring a greater level of skilled employment overall”<sup>43</sup>.*
  - Drawing on survey’s undertaken by Prologis (2006 – 2018) that: *“the percentage of warehouse floor workers has decreased and other categories increased, most notably office staff rising from 11% in 2006 to 25% by 2018. In contrast, managerial employment has increased from 7% in 2006 to 12% in 2018”<sup>44</sup>.*
  - With reference to the Skills and Employment Report 2020 produced by Logistics UK Policy that: *“Over the last 4 years (2015/16 to 2019/20), of those working in logistics the highest employment increases by occupation have been: electrical engineer employment, which has increased by 89.1%; purchasing managers increasing by 48.3%; and transport and distribution managers by 23.7%”<sup>45</sup>.*
  - With reference to the above: *“These trends are expected to continue in the future with the automation process requiring more skilled employment to service equipment and less of a need for floor staff. In addition, there is an increasing*

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<sup>42</sup> North West Leicestershire District Council (February 2024) Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies Consultation, p13

<sup>43</sup> GL Hearn, Icen Projects and MDS Transmodal (April 2021) Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change, paragraph 14.29

<sup>44</sup> *Ibid*, paragraph 14.25

<sup>45</sup> *Ibid*, paragraph 14.30

*tendency for large scale warehouses to incorporate ancillary office space to provide a key role in business planning of other management functions”<sup>46</sup>.*

5.5 The World Economic Forum has identified that where the sector was previously defined by deriving competitive advantage through lower wages this has evolved to a more sustainable business approach, stating *“Nowadays, what matters more is to secure sustainable, highly flexible production located as close as possible to demand while maintaining a reliable supply chain”<sup>47</sup>*. The advancement and integration of technology has encouraged the benefits of reshoring and nearshoring (switching to suppliers closer to the markets served). Within the UK this has led to significant investment and growth in the sector whilst also, as noting above, increasing the breadth and quality of employment opportunities.

### **Investment in training and skills**

5.6 The Government has affirmed its recognition of the importance of the logistics sector, publishing its *‘Future of Freight plan’* in 2022<sup>48</sup>. The Plan included a section on future skills, in which it recognised the need to *“Produce a pipeline of talent across the freight sector by improving the training and employment options; addressing awareness and negative perceptions of the industry; and promote the availability of attractive, fulfilling jobs at all levels of the industry.”*

5.7 Alongside the publication of this plan it launched a major campaign, led by Logistics UK, the Chartered Institute of Logistics and Transport in the UK, to recruit and retain a skilled workforce in the logistics sector. This included the creation of an online hub, including listings of job opening intended to attract and support candidates. It also committed to:

- Improving work readiness through investment in high-value employer-led classroom based learning (T Levels and Higher Technical Qualifications);
- Investing in occupational traineeships to provide a work-based route to employment/apprenticeships for young people at risk of long-term unemployment; and
- Investing in retraining opportunities for the existing workforce through short term, flexible in-work options Skills Bootcamps, and high-value classroom-based training (Free Courses for Jobs).

5.8 The Plan specifically recognises the scale of opportunities in the Midlands and North West, given its geographical importance in the distribution of goods nationally, emphasising the value of an upskilled workforce in contributing to the levelling up agenda.

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<sup>46</sup> *Ibid*, paragraph 14.31

<sup>47</sup> [How technological advances are strengthening supply chains | World Economic Forum \(weforum.org\)](https://www.weforum.org/articles/how-technological-advances-are-strengthening-supply-chains/)

<sup>48</sup> [Boost for freight as government unveils major new plan to bolster supply chain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/boost-for-freight-as-government-unveils-major-new-plan-to-bolster-supply-chain)

- 5.9 Within the Midlands and proximate to the development site there has been a considerable investment in the educational offer to improve skills to serve the sector. This includes, for example, the North Warwickshire and South Leicestershire College (NWSLC) which has an automotive engineering training and education campus at MIRA; NWSLC has other specialist campuses in neighbouring areas including the Clear Campus in Lutterworth (Logistics); the Digital Skills Academy in Coventry, and Construction Trades and Logistics in Hinckley.
- 5.10 Similarly, Burton and South Derbyshire College has the Stephen Burke Construction Academy at Swadlincote and provides T-Level qualifications, with students provided with work placements during the construction phase of Mercia Park.
- 5.11 The Universities of Loughborough, Leicester, Coventry, Warwickshire and Aston all provide high level education and training opportunities to support other aspects of the sector.
- 5.12 In accordance with national priorities and responding to the opportunities arising in the local economy the educational infrastructure has evidently seen investment and realising the opportunities this presents reinforces the importance of continuing to create related employment opportunities.

### **Supporting people into or back into work**

- 5.13 The Future of Freight Plan referenced above acknowledges the importance of the sector in helping the long-term unemployed as well as young people into rewarding careers in the sector. It specifically identifies a commitment to *“Identifying and removing barriers to accessing, remaining, and progressing in the sector for any part of society, with government supplementing this through its existing programmes”*<sup>49</sup>.
- 5.14 For Mercia Park a labour-market geography was defined by way of an impact area. This included North West Leicestershire and five other authorities – South Derbyshire, Hinckley & Bosworth, North Warwickshire, Tamworth and Lichfield – which is displayed in Figure 5.1.

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<sup>49</sup> [Boost for freight as government unveils major new plan to bolster supply chain - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/boost-for-freight-as-government-unveils-major-new-plan-to-bolster-supply-chain), paragraph 6.7

**Figure 5.1: Labour market impact area for Mercia Park**



Source: Turley

5.15 Analysis has been undertaken to understand numbers of working age residents within the above geography who are claiming work-related benefits. Table 5.1 provides a snapshot as of January 2024 as to the number of JSA claimants seeking occupations as process and machine operatives or elementary occupations, as well as the total JSA claimants within each of the authorities in the defined impact area.

**Table 5.1: JSA Claimants across the Impact Area**

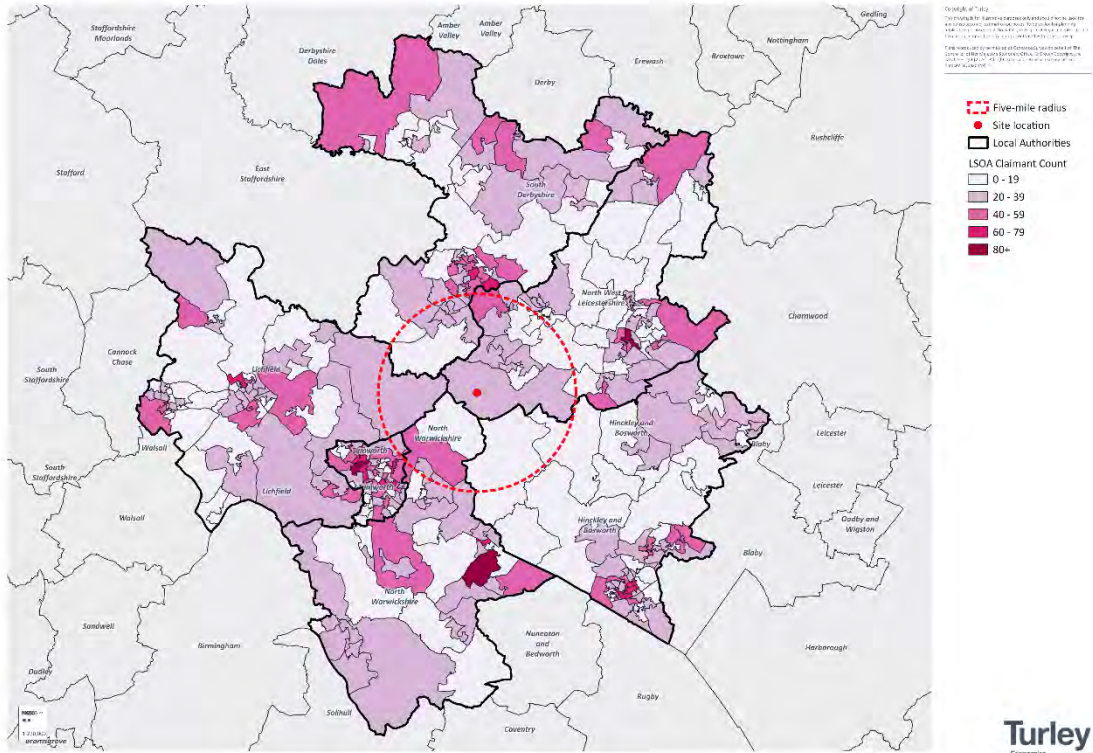
	Number of JSA claimants as process plant and machine operatives or elementary occupations	Total JSA claimants	Proportion of JSA claimants as process plant and machine operatives or elementary occupations
Hinckley and Bosworth	105	155	68%
North West Leicestershire	80	105	76%
South Derbyshire	90	125	72%
Lichfield	85	110	77%
North Warwickshire	45	65	69%
Tamworth	65	95	68%
<b>Total</b>	<b>470</b>	<b>655</b>	<b>72%</b>

Source: ONS

5.16 This shows that at this point in time there are almost 500 individuals seeking work within these occupations, with this representing 72% of all claimants across the geography. Where it is recognised that the jobs created will be expected to be broader than these categories, as explained above in the context of the evolving logistics sector, it is the case that the creation of employment opportunities remains an important priority where there exists a cohort of potential employees out of work.

5.17 The introduction of Universal Credit means that the JSA dataset does not provide a full picture of those claiming unemployment related benefits. Looking at this wider claimant count measure shows that across the six authorities there are 8,715 claimants. Figure 5.2 provides a map of the location of these claimants.

**Figure 5.2: Claimants across the Impact Area**



Source: ONS

5.18 The mapping shows there are concentrations of claimants within many of the settlements surrounding the J11 A/M42 site (EMP82) and within reasonable travel time, emphasising again that there continues to be a potential workforce who would benefit from being supported back into work but requiring the generation of appropriate employment opportunities.

5.19 IMP have continued to work closely with the DWP (Department of Work and Pensions) in realising the economic benefits of Mercia Park. The DWP produce bespoke welfare benefit statistics to support this engagement, with the latest such data provided in January 2024. The DWP define a different geography within which they consider it reasonable to assess a potential labour-force to Mercia Park, with this including the main conurbations of Burton, Coalville, Derby, Leicester, Lichfield, Nuneaton & Tamworth as well as smaller towns and villages in the vicinity.

5.20 They calculate that as of January 2024 there were a larger number of people claiming work-related benefits (Universal Credit / Jobseeker’s Allowance), totalling some 25,010 people. They identify that of these almost 5,000 (4,865) are aged 16 – 24. They also observe that across the 16 job centres within a commutable distance of the site that

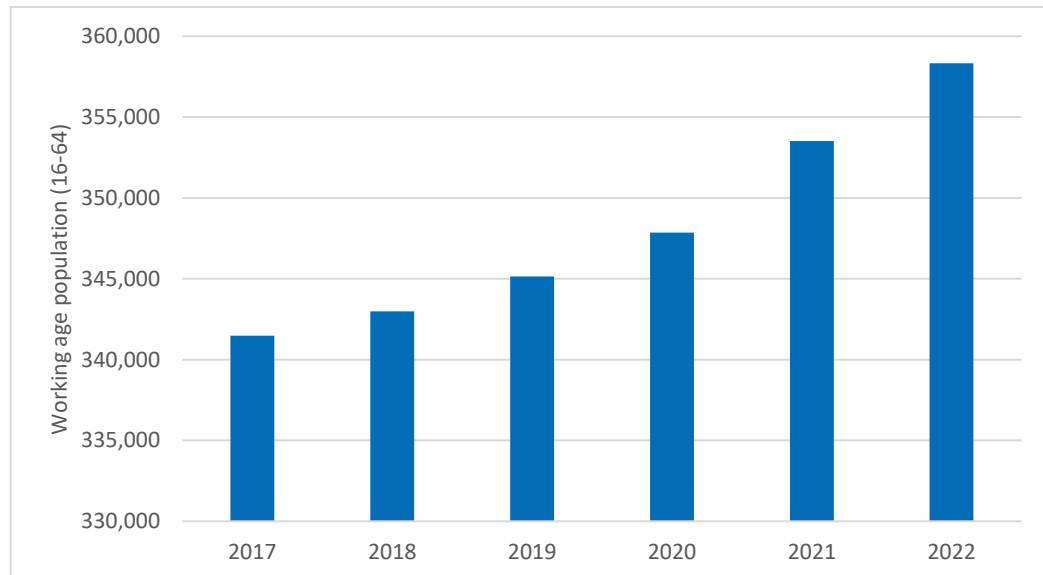
the numbers of claimants are greater still, with almost 21,000 Universal Credit Claimants aged 16 – 24 and just over 118,000 claimants aged 25 – 49.

- 5.21 The above highlights that whilst the area’s economy has seen considerable growth and success there remains a large number of people who are not currently included within an active labour-force. Continuing to create new jobs and facilitating those currently excluded from employment to enter the labour-market evidently represents an ongoing challenge and priority.

### Growing populations

- 5.22 The above has affirmed the importance of the creation of new additional jobs in the sector in the context of continuing to make progress in attracting those outside of the labour-market back into work as well as in realising the investment made in the educational sector to up-skill and re-skill current workers, as well as new entrants.
- 5.23 In the context of the latter in particular, it is important to recognise that the area’s population continues to grow. Looking at the last five years for which data is available (2017 – 2022) across the six authorities shown at Figure 5.1 the working age population (16 – 64) has grown by almost 17,000 people. As Figure 5.3 shows the rate of this growth has increased over this period. The growth of this potential labour-pool evidently requires a continued growth in the economy and the creation of jobs to ensure it continues to be sustainable and to ensure that there is a balance between the resident and workplace based workforce.

**Figure 5.3: Change in working age population across the six local authorities (the impact area) 2017 - 2022**



Source: ONS

- 5.24 There is no reason to suggest that the growth of the labour-force will not continue to be sustained. Across the six authorities adopted and emerging Local Plans continue to make provision for new housing, the need for which responds to ongoing demographic pressures as well as the consequences of historic under-supply. Where Plans are



progressing different housing requirements the outcome of the standard method provides a useful reference point for appraising the potential future need and provision for housing. As table 5.2 shows, across the six areas this suggests a starting-point need for just over 1,900 homes per annum, which if delivered will evidently facilitate the population of the area to maintain growth.

**Table 5.2: Outcome of the standard method for housing need**

Authority	Standard Method Housing Need (as at February 2024)
Hinckley & Bosworth	454
Lichfield	310
North Warwickshire	165
North West Leicestershire	355
South Derbyshire	511
Tamworth	122
<b>Total</b>	<b>1,917</b>

*Source: Turley*

## 6. Conclusion




- 6.1 This report has been prepared by Turley on behalf of IM Properties in order to review on the ongoing need strategic warehousing and distribution floorspace across Leicester and Leicestershire and the emerging approach towards land provision that has been proposed by North West Leicestershire District Council within its draft Local Plan, currently subject to a Regulation 18 consultation.
- 6.2 The draft Plan is positively prepared and acknowledges the council's support for the allocation of additional strategic sites to help satisfy demand for strategic distribution floorspace in a way that maintains an appropriate supply across the Areas of Opportunity previously identified in the 2021 Strategic Distribution Study. It is understood that the final decision on apportionment of the identified need will be confirmed following the outcome of further work which has been commissioned jointly by the Leicestershire authorities, which is in preparation.
- 6.3 Whilst the outcomes of the study are awaited, this report has presented evidence to demonstrate the scale of the outstanding need and that the allocation of additional land towards the southern end of the A/M42 corridor to satisfy this need is fully justified.
- 6.4 **The report highlights an outstanding need for strategic distribution space across Leicester and Leicestershire, defined as units over 9,000sqm in size, which has been acknowledged by the council.** This is based on needs assessed within the 2021 Strategic Distribution Study, which have latterly been acknowledged by the Leicestershire authorities in a Statement of Common Ground. Although given the relatively novel approach used to model need and the speculative and largely untested assumptions applied regarding rail based freight, the estimates being relied upon are likely underestimate the true scale of need and demand, it is positive that the council has acknowledged the shortfall and signalled its intention to plan positively for this in its draft Plan, identifying that around 50% of the outstanding road-served requirement – equivalent to 100,700 sqm to 2040 - could potentially be accommodated in the district. Although this figure is likely to be higher where more recent trends and conventional approaches based on past take up are taken into account, the outstanding quantitative need coupled with the district's critical role in the Leicestershire logistics market, nonetheless provides a strong justification for the allocation of additional land capable of accommodating at least a similar level of floorspace.
- 6.5 **The report provides evidence to support the allocation of new land in A/M42 corridor in North West Leicestershire.** This is firstly considered in the context of the council's own evidence which points to an emerging supply of land with planning permission in and around Castle Donington, which coincides with a number of Areas of Opportunity identified within the Strategic Distribution Study. These areas are therefore considered to be well provided for, relative to other areas such as the A/M42 where supply is more constrained, which just one site – G-Park Ashby – currently available to accommodate units in excess of 9,000 sqm. The allocation of additional land towards the southern end of the A/M42 is therefore justified by the need to maintain an appropriate supply

across the Areas of Opportunity and allocate new land in those areas where there is an identified under-supply of strategic sites. Within this context the council have acknowledged the role of Mercia Park as an “*expanding employment location*” where there is potential to capitalise on the development and maximise the benefits of the excellent transport connectivity provided by J11.



- 6.6 **The report also shows the scale of unmet market demand for units in excess of 9,000 sqm (100,000 sq ft) in the A/M42 corridor.** Market evidence provided by Avison Young points to a significant need and demand for additional land in this part of the district, which remains a strategic location for occupiers due to its connectivity. By implication land and employment space are at a premium with demand exceeding the pace at which new supply is coming to the market. Based on annual average take up over the past 5 years, Avison Young estimate that the existing built supply of strategic-scale floorspace, equates to just 8.25 months-worth of supply. The available supply of land is also limited to just two sites, with only one of these sites being located in Area of Opportunity 5, further compounding the supply shortage and offering limited scope to satisfy unmet need beyond the next 12 months. The scale of unmet demand also remains exceptionally high with over 5 million sq ft (464,500 sqm) of active enquiries for sites in the A/M42 corridor from a mix of national, regional and international occupiers having been identified by Avison Young. This evidence provides a strong and compelling market justification for the allocation of additional land to meet strategic distribution needs, which in the North West Leicestershire context, points strongly in favour of the southern end of the A/M42 and the J11 site (EMP82).
- 6.7 **The report also concludes that sustaining the creation of jobs in the logistics sector is important** in both realising the value of the investments made to date to support up-skilling and re-skilling, but also in supporting the large number of people claiming benefits who are not currently included within an active labour-force. Whilst continuing to create new jobs and facilitating those currently excluded from employment to enter the labour-market evidently represents an ongoing challenge and priority, the job creation for new entrants will also be particularly important in the context of the growth in working-age population witnessed over the past 5 years which is likely to be sustained where adopted and emerging Local Plans continue to make provision for new housing. As an expanding employment location with excellent connectivity, Mercia Park has benefited from being able to draw upon a wide labour-market geography, with opportunities to capitalise on this further evidently presented through the allocation of additional land in this part of the district.

**Appendix 1: Take up of Prime Grade A Units (>100,000 sq ft) in the A/M42 Corridor (2019-2023)**






## Midlands - M42 Corridor Deals Done - 2019 Prime Grade A Units 100,000 Sq Ft Plus







Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Dec-19		Rowlands Way Atherstone Warwickshire	Chilled Warehouse	131,266	TBC	Aldi	Aldi	Retail - Food	Freehold	Purpose built facility for Aldi.
Oct-19		Tamworth CLX Core 42 Watling Street Tamworth Staffordshire	Warehouse	160,562	£6.50	M&G Real Estate	Greencore Food To Go Ltd	Manufacturer	Leasehold 10 year lease	Speculative unit completed January 2019 on a site of 10 acres. 12 m to underside of haunch, 14 dock level doors, 2 level access doors, 50 kn/m2 floor loading, 7 tonne rack leg loading, 50 m deep yard, 50 HGV parking spaces and 127 car parking spaces.  Time on market after Practical Completion: 9 months
Jul-19		Prologis Park Birmingham Interchange Blackfirs Lane Birmingham	Warehouse	234,718	£6.65	Prologis Developments	IAC	Manufacturer	Leasehold 11 year lease	Speculative unit completed December 2018. 15 m clear internal height, 23 dock doors, 4 level access doors, 50 kn/m2 floor loading, 9 tonne rack leg loading, 50 m minimum yard depth, 54 HGV parking spaces and 150 car parking spaces.  Time on market after Practical Completion: 12 months.

## Midlands - M42 Corridor Deals Done - 2020 Prime Grade A Units 100,000 Sq Ft Plus

Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Dec-20		Zorro Ashby Park Ashby de la Zouch Leicestershire	Warehouse	237,565	£6.00	Canmoor / Aimco	EV Cargo	3PL	Leasehold 10 year lease 5 year break	Speculative unit completed April 2018 on a 9.85 acre site. 12 m clear height, 18 dock level loading doors, 6 level access doors, 50 kn/m2 floor loading, 10 tonne rack leg loading, 171 car parking spaces and 50 m plus gated yard.  Let 32 months after Practical Completion.
Jun-20		Appleby Magna Ashby de la Zouch Leicestershire	Warehouse / Cross docked warehouse	574,793	Confidential	IM Properties	DSV	3PL	Freehold	Freehold site sale of 27.52 acres for construction of a unit comprising a logistics warehouse of 419,276 sq ft, a cross docked warehouse of 119,9270 sq ft and offices of 35,790 sq ft. 15 m eaves for logistics warehouse, 7.5 m eaves for cross dock warehouse and 107 dock doors.





## Midlands - M42 Corridor Deals Done - 2021 Prime Grade A Units 100,000 Sq Ft Plus

Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Nov-21		T118 St Modwen Park Tamworth Staffordshire	Warehouse	118,750	£7.25	St Modwen	Box	Other	Leasehold 15 year lease	Speculative unit due for completion October 2021. 12.5 eaves height, 12 dock doors, 4 level access doors, 50 Kn/m2 floor loading, 50 m yard, 110 car parking spaces and 23 HGV spaces.  Let 1 month after Practical Completion.
Sep-21		Hams Hall 145 Faraday Avenue Hams Hall Coleshill Birmingham	Warehouse	144,996	£6.30 Fixed uplift to £7.13	Savills Investment Management / Sertec	NCF Furnishings	Retail: Non Food	Leasehold 5 year sub lease	Second hand unit completed speculatively September 2015. 11.5 m eaves, 10 dock levellers, 3 level access doors, 50 kn/m2 floor loading, 50 m yard and 34 HGV parking spaces and 90 car parking spaces.  Former Sertec unit. Let 15 months after coming to market.
Jul-21		Ace 135 Relay Park Tamworth Staffordshire	Warehouse	136,391	£6.75	Abrdn / Opus Land (Tamworth) LLP	Movianto	3PL	Leasehold 15 year lease 10 year break	Speculative unit completed May 2020. 12 m to underside of haunch, 12 dock level loading doors (including 2 Euro doors), 4 level access loading doors, 50 kn/m2 floor loading, 50 m deep yard, 180 car parking spaces and 29 HGV parking spaces.  Let 14 months after Practical Completion.
May-21		Alpha 1 Hams Hall Birmingham	Warehouse	219,112	£6.73	Logicor	DHL	3PL	Leasehold 5 year lease 3 year break	Off market deal.
Jan-21		CP153 Centurion Park Tamworth Staffordshire	Warehouse	153,418	£6.00 Fixed uplift to £6.50 year 4	St Modwen	DB Schenker	3PL	Leasehold 7 year lease	Second hand warehouse constructed in 2017 on a site of 21 acres. 11.78 m eaves height, 14 dock doors, 2 level access doors and 50 m yard.  Former Pirelli unit Let 7 months after coming to the market.

Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Jan-21		T321 St Modwen Park Tamworth Staffordshire	Warehouse	321,204	£6.50	St Modwen	Winit	Retail: Non Food	Leasehold 15 year lease	Speculative unit completed January 2020. 15 m haunch height, 23 dock doors, 4 double height doors, 3 level access doors, 53 m yard, 274 car parking spaces, 38 HGV parking spaces and 1.5 MVA power supply.  Let 12 months after Practical Completion
Jan-21		Unit 1 Mercia Park Ashby de la Zouch Leicestershire	Warehouse	215,000	£6.00	IM Properties	JLR	Manufacturer	Leasehold 20 year lease	Pre-let unit for contract parts. 15 m eaves, 18 dock doors, 2 level access doors, 50 kn/m2 floor loading, 1,000 kVA power supply and 50 m yard.
Jan-21		Unit 2 Mercia Park Ashby de la Zouch Leicestershire	Cross docked warehouse	1,030,000	£6.00	IM Properties	JLR	Manufacturer	Leasehold 20 year lease	Pre-let unit for international distribution centre. 18 m eaves, 142 dock doors, 8 level access doors, 50 kn/m2 floor loading, 3,000 kVA power supply, 780 car parking spaces and 50 m yard.
Jan-21		Unit 3 Mercia Park Ashby de la Zouch Leicestershire	Warehouse	315,000	£6.00	IM Properties	JLR	Manufacturer	Leasehold 20 year lease	Pre-let unit for parts distribution. 15 m eaves, 26 dock doors, 4 level access doors, 50 kn/m2 floor loading, 1,000 kVA power supply, 300 car parking spaces and 50 m yard.
Jan-21		Unit 4 Mercia Park Ashby de la Zouch Leicestershire	Cross docked warehouse	1,030,000	£6.00	IM Properties	JLR	Manufacturer	Leasehold 20 year lease	Pre-let unit for slow moving parts. 18 m eaves, 142 dock doors, 8 level access doors, 50 kn / m2 floor loading, 3,000 kVA power supply, 780 car parking spaces and 50 m yard.
Jan-21		Unit 5 Mercia Park Ashby de la Zouch Leicestershire	Warehouse	315,000	£6.00	IM Properties	JLR	Manufacturer	Leasehold 20 year lease	Pre-let unit for slow moving parts. 15 m eaves, 26 dock doors, 4 level access doors, 50 kn / m2 floor loading, 1,000 kVA power supply, 315 car parking spaces and 50 m yard.



## Midlands - M42 Corridor Deals Done 2022 Prime Grade A Units 100,000 Sq Ft Plus

Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Jun-22		Tamworth 195 Trinity Road Kingsbury Link Tamworth	Warehouse	195,143	£7.25	Mileway	Paack Logistics UK Limited	3PL	Leasehold 15 year lease	Second hand unit on a site of 11.9 acres. 13.36 m eaves height, 40 dock doors, 7 level access doors, 500 kVA power supply, 137 car parking spaces and yard up to 116 m.  Former DSV unit.  Let 4 months after being marketed.
Jun-22		Total Park Carlyon Road Atherstone	Warehouse	140,675	£170.00	Total Developments	Davis Turner	3PL	Freehold	A speculative unit on a site of 8.7 acres due for completion September 2022. 15 m haunch height, 15 dock doors, 2 level access doors, 50 kn/m2 floor loading, 500 kVA power supply, 50 m yard, 120 car parking space and 35 HGV parking spaces.  Sold prior to Practical Completion.
Apr-22		DC3 Prologis Hams Hall Coleshill West Midlands	Warehouse	131,780	£8.75	Prologis Developments	LTS Global Solutions	3PL	Leasehold 10 year lease	Speculative unit completed July 2022. 12.5 m clear eaves height, 12 dock level doors, 2 level access doors, 50 m yard, 90 car parking spaces and 32 lorry parking spaces.  Let prior to Practical Completion.
Jan-22		Tamworth 345 Core 1 Meridian Drive Core 42 Business Park Tamworth Staffordshire	Warehouse	345,414	£7.75	Panattoni / Ares	Maersk	3PL	Leasehold 10 year lease	Speculative unit completed March 2022 on a site of 16.89 acres. 15 m eaves, 32 dock doors, 2 level access doors, 50 kn/m2 floor loading, 2 MVA power supply, 50 m yard, 221 car parking spaces and 50 HGV trailer spaces.  Let prior to Practical Completion.

## Midlands - M42 Corridor Deals Done - 2023 Prime Grade A Units 100,000 Sq Ft Plus

New Speculative Units

Date	Image	Address	Type	Size (Sq Ft)	Rent / Price (Pa / Psf)	Landlord / Vendor	Tenant / Purchaser	Tenant / Purchaser Business	Term (Break)	Specification / Comments
Mar-23		Unit 5 Mercia Park Appleby Magna Leicestershire	Warehouse	316,619	£8.25	ICG	DSV	3PL	Leasehold 10 year lease	Speculative unit completed July 2022. 15 m eaves, 25 dock doors, 4 level access doors, 50 kn / sq m floor loading, 1 MVA power supply, 50 m yard, 315 car parking spaces and 7 HGV spaces.  Originally pre-let to JLR and subsequently let 6 months after Practical Completion.
Jan-23		Mulberry Logistics Park William Nadin Way Swadlincote Derbyshire	Cross docked warehouse	610,000	Confidential	Mulberry Developments	TPN	3PL	Leasehold Confidential	Pre-let on a 35 acre site. 13 m eaves, 10 dock doors, 97 loading bays, 287 car parking spaces and 244 HGV parking spaces.

**Appendix 2: Supply of Prime Grade A Units (>100,000 sq ft) in the A/M42 Corridor**

## Midlands - M42 Corridor Speculative Development & Modern Warehouses Prime Grade A Units - 100,000 Sq Ft Plus

### Speculative Units






Image	Address	Type	Size (Sq Ft)	Quoting Rent / Price (Pa / Psf)	Lessor / Vendor	Comments
	Tetron 141 Wiliam Nadin Way Swadlincote Derbyshire	Warehouse	141,459	£7.50	abrdn	Second hand unit available Q4 2023. 11.2 m eaves height, 12 dock doors, 2 level access doors, 50 kn / sq m floor loading, up to 50 m yard and 95 car parking spaces.
	Hams Hall 160 Unit 2 Hams Hall Canton Lane Birmingham	Warehouse	160,712	£9.25	BGO	Second hand unit. 12 m eaves, 14 dock doors, 2 level access doors, 50 kn / sq m floor loading, 49 m yard and 136 car parking spaces.  Former Beko unit.
	Kingsbury Link Kingsbury Business Park Tamworth	Crossdocked Warehouse	195,255	£7.50	Mileway	Second hand unit on a site of 11.9 acres. 13.36 m eaves height, 40 dock doors, 5 level access doors, 500 kva power supply, yard up to 116 m, and 137 car parking spaces.
	Unit 1 Mercia Park Appleby Magna Leicestershire	Warehouse	215,627	£8.75	ICG	Speculative unit completed July 2022. 15 m eaves, 13 dock doors, 7 level access doors, 50 kn / sq m floor loading, 1 MVA power supply, 2 x 50 m yards, 180 car parking spaces and 39 HGV spaces.

Image	Address	Type	Size (Sq Ft)	Quoting Rent / Price (Pa / Psf)	Lessor / Vendor	Comments
	DC2 Prologis Park Hams Hall Birmingham	Warehouse	261,147	£9.75	Prologis Developments	Second hand unit completed Summer 2022. 15 m clear height, 24 dock doors, 4 level access doors, 900 kVA power supply, 85 m yard, 194 car parking spaces and 38 HGV parking spaces.  Former Britishvolt unit.

**Turley**  
1 New York Street  
Manchester  
M1 4HD

T 0161 233 7676

**Appendix 5:** Review of the Interim Sustainability Appraisal – Turley Sustainability

# Land to the north of J11 A/M42 (EMP82)

## Representations to the Sustainability Appraisal evidence supporting the North West Leicestershire Draft Local Plan Consultation

### Introduction

1. These representations are submitted on behalf of IM Properties Development Ltd (hereafter referred to as IMP) in response to North West Leicestershire District Council's ('NWLDC') ('the council') Draft Local Plan consultation, running between the 5<sup>th</sup> February and 17<sup>th</sup> March 2024. NWLDC is consulting on three documents:
  - Proposed Policies;
  - Proposed Housing and Employment Allocations; and
  - Proposed Limits to Development Review
2. In conjunction with the local plan documents, the council has also published a number of evidence base documents that support the draft Local Plan. This includes the following documents<sup>1</sup> that are critical to the plan's soundness and legal compliance and which assess the sustainability performance of the site:
  - 2.1 Site Proformas (hereafter referred to as the Site Proformas): These contained a range of quantitative and qualitative information on each site option and which was used by the SA to inform the scoring of each site;
  - 2.2 Interim Sustainability Appraisal Report of the Site Options and its associated Appendices which includes the individual site assessments. March 2023 (hereafter referred to as the 'SA'); and
  - 2.3 Detailed Site Assessments (hereafter referred as the ('Site Assessments')): These documents bring together the information from the site proforma, the SA and the Strategic Housing and Employment Land Availability Assessment (SHELAA). They summarise the sustainability and planning performance of the site and conclude whether the site is Available and Achievable and recommends allocation or exclusion from the plan.
3. In terms of the order of production, the Site Proformas were produced first by the council which enabled the production of the SA and its site appraisals which were then summarised in the Site Assessments together with additional site specific information.
4. The SA process and the reporting produced as a result, is guided by the following regulations and guidance:
  - 4.1 The Environmental Assessment of Plans and Programmes Regulations 2004 (hereafter referred to as The SEA Regulations); and

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<sup>1</sup> [New Local Plan - Site Assessment – North-West Leicestershire District Council \(nwleics.gov.uk\)](https://www.nwleics.gov.uk)



#### 4.2 Planning Practice Guidance (PPG) Strategic Environmental Assessment and Sustainability Appraisal<sup>2</sup>

5. The primary function of the SA process is to apply a clear and logical methodology to identify the key sustainability characteristics of the plan area and develop a sustainability appraisal framework to assess the performance of policies and site allocations. The results of these assessments can then be used to identify options to improve their relative sustainability performance thereby enhancing the overall economic, social and environmental benefits resulting from the draft Local Plan.
6. The SA is therefore an extremely important part of the plan making process as it provides the evidence to the plan maker of the sustainability performance of different policies and allocations (including reasonable alternatives) from which the plan maker can choose for inclusion in the Local Plan as preferred policy options.
7. The primary purpose of these representations is to support the allocation of 'land to the north of J11 A/M42' (SA Ref EMP 82) as a 'potential location for strategic distribution' (employment) within the New Local Plan by providing additional information to the council with respect to the potential sustainability performance of EMP 82 (hereafter referred to as the 'Site'). IMP strongly support the identification of site EMP 82 as a location for strategic employment but consider that the sustainability performance of the site and its location is actually much greater than currently identified by the SA.
8. IMP fully recognise the strategic nature of the plan at the Regulation 18 stage and note that the SA and site assessment process has been undertaken with the use of desktop information and data which is appropriate at this plan making stage. IMP recognise the importance of ensuring that the most sustainable locations and sites for development in NWL are selected to ensure that social, economic and environmental opportunities are maximised. Currently IMP have access to a range of additional data that we are pleased to share with NWL which demonstrates that the sustainability performance of the site and its location is greater than identified within the SA. This additional data is from three main sources:
  - 8.1 Information from IMP's Sustainable Future Corporate Sustainability Strategy<sup>3</sup> which is a market-leading commitment to ensure that 'best-in-class' buildings and environments are created through the deployment of an innovative and ambitious sustainability strategy;
  - 8.2 Evidence from the construction and operation of Mercia Park; and
  - 8.3 IMP have instructed a high-quality design team to prepare a planning application for EMP 82 and through this ongoing process we have access to additional constraint and design information which further demonstrates enhanced sustainability performance.

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<sup>2</sup> [Strategic environmental assessment and sustainability appraisal - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/444882/strategic-environmental-assessment-and-sustainability-appraisal-ppg.pdf)

<sup>3</sup> <https://improperties.co.uk/sustainable-futures/>

9. These representations utilise the information above to review the Site Proformas and the SA report and Site Assessments to enhance the information and scoring where appropriate. These representations are presented in accordance with the following structure:
  - 9.1 An Introduction to IMP and its approach to sustainability
  - 9.2 An overview of the site options assessment methodology
  - 9.3 A review of the SA scoring of the site; and
  - 9.4 Summary and Recommendations
10. The representations from Turley Planning review the draft Local Plan policies, the employment evidence base and the Site Assessments and have been referenced in these representations where possible.

### **IMP's Sustainable Futures Strategy**

11. As one of the UK's largest privately owned property companies, IM Properties acknowledge that we have a significant role to play in helping to decarbonise our economy and create a cleaner, greener, more responsible future – which is why we launched our sustainability strategy. We're pledging that, over the next decade, sustainability will be at the heart of how we work.
12. The Sustainable Futures framework, sets out our ambitions to 2030, based around three central themes of People, Place and Planet. Each theme has a long-term ambition underpinned with key objectives, and as we cannot deliver our ambitions alone
13. Partnerships & Practices are also at the heart of our plans. Under the Planet pillar of the agenda and as part of our 2030 ambitions, we have committed that IM Properties will be a Net Zero carbon company and our developments will be Net Zero ready, meaning we will implement Net Zero construction, and design all our developments to help occupiers meet Net Zero operation.
14. Mercia Park is the first IM Properties logistics scheme to commit to and achieve Net Zero in Construction as defined by the UK Green Building Council's Net Zero Carbon Buildings Framework.
15. Net Zero construction is an important first step in our journey to delivering Net Zero ready developments, and Mercia Park has provided valuable insight for our business.
16. By working in partnership with our supply chain we have reduced the embodied carbon created during the development through design interventions and the use of an 'as built' Life Cycle Assessment (LCA), with all residual carbon emissions will be offset using our preferred offsetting partner, Natural Capital Partners and ClimateCare.
17. The Sustainable Futures strategy is constantly evolving to ensure it remains a market leading strategy that delivers our ambition for best in class employment facilities.

## **Mercia Park – A highly sustainable development.**

18. Site EMP 82 is promoted by IMP adjacent to the completed Mercia Park development which lies to the west of the A444. IMP are extremely proud of this development as we consider it truly delivers a best-in-class employment park that provides a number of very significant sustainability benefits to NWL and the wider region. Every effort will be made to ensure that the site emulates and expands upon these benefits which include:
  - 18.1 Providing high quality buildings and environment to attract and accommodate leading industrial and logistics companies, similar to those now homed at Mercia Park; Jaguar Land Rover / Unipart and DSV International which are currently providing in excess of 2,300 jobs on site (this is expected to grow) and which has involved extensive joint working between JLR, DSV, IMP, NWLDC the Department for Work and Pensions as well as other stakeholders<sup>4</sup>, and enabled employment for individuals from the six local authorities which interface with the site and, notably settlements close to the site e.g. Measham and Swadlincote.
  - 18.2 All buildings on site delivered to a BREEAM Excellent rating and UK Green Building Council 'Net Zero in Construction' which has resulted in over 150,000 tonnes of carbon mitigated through a range of on and off site measures.
  - 18.3 The delivery of high quality green and blue infrastructure which comprises c.30% of the total site and includes woodlands, wetlands, wildflower meadows and extensive tree planting. A 4km cycle and footpath has also been provided (linking to existing public rights of way) enabling public access to the new areas of green infrastructure. The green infrastructure provides excellent, biodiversity, landscaping, climate resilience and carbon sequestration benefits.
  - 18.4 The addition and extension of two local bus services to provide sustainable transport options into Mercia Park which is timed to align with shift patterns, and the appointment of Travel Plan Co-ordinators to encourage additional sustainable transportation options such as cycling and liftshare with evidence to demonstrate these options are being utilised by workers on site.
  - 18.5 The delivery of an extensive social value programme designed to have a positive impact on surrounding communities through improving skills, providing training opportunities and delivering much needed community funding. This programme has delivered a range of benefits which include:
    - 18.5.1 with over £350,000 being awarded to 81 projects across 48 community organisations through the Mercia Park community fund.
    - 18.5.2 The deployment of a 'Sustainable Construction and Innovation hub' during the construction stage which has welcomed over 180

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<sup>4</sup> As part of an Employment & Skills Partnership established to serve construction and operational phases

students from local schools to inspire them towards a career in construction and sustainability.

18.5.3 Over 94 weeks of training delivered on-site benefitting over 100 individuals.

18.5.4 9 apprentices and 11 work experience positions provided.

19. There are a number of additional benefits arising from Merica Park which IMP would be pleased to provide to the council to demonstrate our commitment to the creation of highly sustainable employment parks which deliver significant benefits beyond the boundaries of the site.

### **An Overview of the Site Options Assessment Methodology**

20. IMP fully support the identification of the site as being suitable for a strategic employment however we do consider that the methodology deployed has resulted in a significant 'underscoring' of the site's sustainability performance.
21. Section 2 of the SA presents the methodology deployed from which IMP would like to make the following comments:
- 21.1 IMP consider the methodology deployed at this stage of plan making to be sound and compliant with the relevant legislation and guidance. It is positive to see that the SA consultants appear to have utilised the same level of information for each site using the Site Proformas which seek to obtain the same level of detail for each potential allocation (reasonable alternatives).
- 21.2 Whilst this approach is supported and welcome, it is noted that the SA assessment report was published in March 2023 and therefore it is reasonable to assume that the Site Proformas and SA of each site were undertaken in the latter half of 2022 meaning that some of the data could be circa 18 months old. IMP welcome the opportunity to submit these representations which provides more recent information to assist with the appraisal of site EMP 82.
- 21.3 Page 5 of the SA states that the site proformas were created based on '*a mix of desk based research and site visits*' however section 2.5 (Assumptions and Limitations) confirms that no site visits were undertaken. IMP would like to invite clarification from the council with respect to the confirmed approach to avoid any potential critique from third parties.
- 21.4 IMP acknowledge the time incurred to date with respect to the Local Plan but, as an example, note that since the publication of the draft Local Plan, legislation has been introduced by the Government which requires all new development to achieve a minimum of 10% Biodiversity Net Gain (BNG). This legislative requirement will have a significant positive effect with respect to the performance of all sites against SA Objective 12 (Biodiversity and Geodiversity). IMP request that the next iteration of the SA and plan making recognise this and any other significant pieces of legislation.

- 21.5 For the next stage of plan making IMP also consider it important that the SA consultants visit each of the proposed allocations in order to further enhance their local site knowledge and identify any additional constraints and opportunities. With respect to IMP's site, we would also invite the consultants to visit the completed and operational Mercia Park to understand the extent of the design and mitigation measures deployed to mitigate landscape impacts and maximise biodiversity and climate resilience through the green infrastructure strategy.
- 21.6 For the next iteration of SA assessments of the proposed site allocations, IMP note that section 2.3 of the SA confirms that as part of the next iteration of the draft Local Plan, the site options are re-appraised with a 'policy on' approach which will apply draft local plan policies with respect to design to enable mitigation or enhancement of sustainability benefits. IMP would strongly support this approach to ensure that all residents and stakeholders of NWL can identify the realistic sustainability performance of all site options.
- 21.7 As a further enhancement to the assessment process, IMP would support the creation of an 'employment specific' assessment process which would enable differentiation between residential developments which typically offer a greater range of services such as schools, retail and healthcare. For example, an employment specific proforma could look to identify the following characteristics of an employment site:
- 21.7.1 Number of potential jobs created in construction and operation
  - 21.7.2 Nearest contributions and sources of employment/labour
  - 21.7.3 Percentage of Green infrastructure and trees planted
  - 21.7.4 Facilities on site such as walking and cycling routes.

### **The Site Options Assessment – Site Proforma**

22. Section 2.1 of the SA acknowledges that the information to enable the SA of each potential allocation was derived from the Site Proformas provided by the council. These proformas utilise a combination of qualitative and quantitative information on each site option.
23. IMP have reviewed this proforma and would like to make the following comments on the assumption that these proformas will be refreshed as part of the next iteration of the draft Local Plan:
- 23.1 In terms of the 'services' assessment it could be helpful for the assessment to consider how it can identify what public services and facilities could be provided on site and if these can be considered to improve the sustainability performance. For example, IMP's Merica Park development contains a 4km walking/cycle trail as part of the site wide green infrastructure which is available for use by the local community.

- 23.2 The 'Topics' are also refreshed using updated evidence which includes these representations. IMP have reviewed the information for EMP 82 and note that these could be significantly enhanced thereby improving the sustainability baseline as well and providing more information for the reader.
- 23.3 If a 'policy-on' assessment is undertaken as part of the next iteration of the local plan, a list of the relevant policies and mitigation measures should be provided to enable a more accurate assessment.
24. The next section of these representations contains a more detailed assessment of EMP 82 against the SA Framework. IMP request that the information contained in this section is used to update the Site Proforma at the next stage of plan-making.

### **A Review of the SA scoring of the EMP 82.**

25. Section 3.3 of the SA presents a summary of the SA findings of each site with Appendix B containing the detailed site appraisal. IMP have reviewed this information and would like to provide the council with a revised assessment using the information as listed below. A revised summary of the SA scoring is provided in Table 1 which has considered mitigation provided in the form of IMPs typical approach to creating a 'best-in-class' development. Such an approach is highly likely to be policy compliant at the minimum. To assist the scoring, Appendix A of the SA has been utilised which is the detailed SA framework.

### **SA1 Improve the health and wellbeing of the District's population**

26. Currently the site is considered to have a neutral impact with respect to improving the health and wellbeing of the district with key assessment criteria being the provision of open space and walking/ cycling routes as key metrics.
27. As can be seen from Mercia Park, IMP are committed to creating a well designed employment park that deploys extensive multi-functional green infrastructure. Although the emerging proposals for the site are at an early stage, IMP are committed to achieving the same high standards as Mercia Park with the inclusion of a significant area of GI (c.35% of the total site) which includes walking and cycling routes. These will connect to Mercia Park thereby providing greater walking and cycling distances, for both workers and local community alike.
28. With this design features deployed we consider it appropriate to increase the SA score to a minor positive (+).

### **SA2 Reduce inequalities and ensure fair access and equal access and opportunities for all residents**

29. Currently the proposed site has a neutral impact with respect to reducing inequalities with no explanation as to this scoring. A review of the SA Scoring however indicates that this objective can only be positively influenced if the development is providing health facilities, schools etc which are not as applicable to employment in comparison to residential development. This provides further weight to our representations made in Paragraph 1.14.7 which suggests that an employment specific SA Framework should

be created to identify and encourage sustainability benefits specific to that use class. For example, with respect to reducing inequalities, employment parks could be encouraged to implement strong social value programmes such as that deployed by IMP at Mercia Park, which can make significant contributions to off-site community projects. The creation of, and supporting access to employment opportunities does, in itself, also help to reduce inequalities and should be considered more positively. IMP are committed to implementing a similar programme for the site and on this basis we consider that a score of a minor positive (+) should be given.

### **SA3 Help create the conditions for communities to thrive**

30. The site currently receives an uncertain score under this objective which is reasonable given that the SA Framework identifies that this SA objective is influenced through the provision of mixed communities through the delivery of residential development. On this basis, it is difficult to foresee how employment sites can make a positive contribution. IMP do believe however that employment sites can contribute positively to this SA Objective and based on our ambitions for the site we believe the following benefits are appropriate:
- 30.1 The site will provide walking and cycling trails for local residents and community groups to use and interact;
  - 30.2 A range of measures will be included to design out crime and ensure it is a safeplace to work and use the public amenities such as the cycling and walking trail;
  - 30.3 The provision of a significant number of new, well paid, diverse and skilled jobs provides an opportunity for communities to thrive;
  - 30.4 The development will provide significant business rates which can be directed to local public services; and
  - 30.5 The Social Value programme will create a local community fund which (as can be demonstrated at Mercia Park) can have significant benefits to local community organisations through the provision of funding.
31. On this basis, IMP consider it appropriate to award the site a minor positive (+) SA Score.

### **SA4 Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to services and jobs**

32. As an employment site a neutral score is provided for this objective which IMP recognise and accept.

### **SA5 Support economic growth throughout the District**

33. The site currently receives a minor positive score (+) against this SA Objective with no explanation as to this score or how to improve it. IMP strongly believe that EMP 82 should be given a major positive (++) for the following reasons:

33.1 The site will create a significant number of jobs in addition to the thousands of jobs already provided on-site at Mercia Park (in excess of 2,300). Collectively it will deliver a best-in-class employment park capable of hosting recognised, world class businesses which create permanent, well paid and highly skilled jobs to the region as part of a diverse range of employment opportunities.

33.2 The SA Framework specifically recognises the importance of meeting the demand from 'storage and distribution growth sectors which take advantage of the districts unique location'. Once completed, Mercia Park will fully support this SA Objective and bring a significant boost to the local and district economy.

#### **SA6 Enhance the vitality and viability of existing town centres and village centres**

34. The site currently receives a major negative score (--) for this SA Objective which the SA considers to be justified purely on the basis that the site '...is located more than 400m from the settlement / sustainable boundary and outside limits to development'. However, IMP consider this scoring and justification to be flawed and more suited to residential development.

35. The SA Framework notes that to make a positive contribution to this objective would require a development to 'enhance footfall within town centres and village centres' and 'support existing and new services and facilities (e.g. retail, restaurants etc) within town centres and village centres'.

36. IMP consider that this SA Framework is more suited to a residential development and therefore the site should be given a neutral (0) SA score.

#### **SA7 Provision of a diverse range of employment opportunities that match the skills and needs of local residents**

37. The site currently receives a major positive (++) score against this SA Objective with no specific justification however, given our comments against SA Objective 5 (Economic Growth), IMP fully support this scoring.

#### **SA8 Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs**

38. The SA provides a major negative (--) score for the site at present and notes the following constraints:

38.1 Site EMP 82...*'is not within 800m of public transport and without access to a frequent service;*

38.2 The Site Assessment document also notes that:



- 38.2.1 *'Proposed highways mitigation works in the form of access to the site from the A444 is contrary to Leicestershire Highway Design Guide Policy IN5 'Our Access to the Road Network Policy' and the highway authority would not support access from this frontage'.*
- 38.2.2 *The site is not currently served by public transport and employees are likely to travel to work by car, unless significant sustainable transport improvements are delivered as part of the development and/or shared with the Mercia Park development*
39. IMP recognise the challenges of providing sustainable transport options for employment parks. There is natural conflict between the most sustainable location for an employment park which is typically out of town and close to the strategic highways network (for air quality, carbon and transport benefits) and the need to locate close to communities to provide sustainable transportation options for the thousands of jobs created.
40. For Mercia Park, IMP have delivered a number of initiatives to maximise the opportunities for sustainable transport modes which include:
- 40.1 The creation of and extension to bus services (19A and 20) into the site which provide connections into Tamworth, Measham and Swadlincote. These services are timed to support changing shifts and are therefore highly efficient. Evidence at Mercia Park confirms that these services are being utilised and with increasing demand. It is therefore a fact that the site will have access to a bus service within 800m of the site with the ability of workers to access the bus stop within Mercia Park via the new walking and cycling routes. IMP will also explore the option of extending these bus services directly into the site.
- 40.2 Monthly promotion of travel initiatives including extension of free travel passes and ongoing discount for staff.
- 40.3 Car sharing has been widely adopted with formal Liftshare also being promoted.
- 40.4 Provision of Travel to Work Clinics.
- 40.5 The development has provided walking and cycling routes to facilitate connection into local residential areas which will be connected into the site.
- 40.6 Travel plan co-ordinators have been appointed for Mercia Park and will be appointed for the site. This has delivered a growing range of initiatives designed to support car sharing, cycling and the use of electrified transport e.g. 'e-bikes'
41. LCC Highways have responded as part of pre-app discussions and confirmed that there will be no objection in principle to the proposed access. On this basis, IMP consider that a neutral (0) score should be given to this SA Objective on the basis that there are public and sustainable transportation options for employees.

### **SA9 Reduce air, light and noise pollution to avoid damage to natural systems and protect human health**

42. The site current receives a neutral (0) score as part of this SA objective with the SA with the SA Framework identifying that potential impacts upon local communities and air, light and noise receptors is the main assessment criteria. IMP fully supports the current neutral score which, reflects IMP's commitment through the planning application and design process to mitigate any significant environmental effects and deliver improvements where possible.
43. As part of the planning application an Environmental Impact Assessment (EIA) will be prepared which will identify, and mitigate where possible, any potentially significant environmental impacts.

### **SA10 Reduce carbon emissions through the District**

44. It is noted that this objective has been screened out of the assessment, as it is covered in the Local Plan through Policy AP4 – Reducing Carbon Emissions. As demonstrated in Mercia Park, the application of IMP's Sustainable Futures strategy will ensure the delivery of net zero ready buildings which will drastically reduce the carbon footprint of the development. The site will be powered only by electricity with no fossil fuels required for the lighting and heating of the offices thereby ensuring the development will benefit from grid decarbonisation. All buildings will be deployed with renewable energy technologies such as solar PV and Air Source Heat Pumps.
45. Electric vehicle charging infrastructure will be provided across the proposed development and IMP will work with occupiers to encourage the procurement of renewable energy.
46. On this basis IMP consider that the site should score a major positive (++) for this objective.

### **SA11 Ensure the District is resilient to the impacts of climate change**

47. The site currently receives a neutral (0) score for this SA objective with no explanation provided. The SA Framework notes that this objective is influenced by issues such as the potential for flooding, climate resilient design and the provision of green infrastructure. On this basis, IMP would like to make the following comments:
  - 47.1 Although the emerging proposals for the site are progressing it is envisaged that the following will be provided:
    - 47.1.1 An extensive green infrastructure network (c.35%) which includes walking and cycling routes which link into the wider network including Mercia Park. This network will provide a range of benefits not least of which is strong climate resilience to changing temperatures and enhanced rainfall.

- 47.1.2 The entire site is located in flood zone 1 and a comprehensive sustainable drainage system will be designed including on-site attenuation which will also provide biodiversity benefits.
  - 47.1.3 All buildings will be subject to thermal modelling which will assess and mitigate any potential impacts associated with rising temperatures.
48. On this basis, IMP consider that the site should receive a major positive (++) score for this SA objective.

**SA12 Protect and enhance the District’s biodiversity and protect areas identified for their nature conservation and geological importance**

49. It is noted that currently the site has been determined to have a significant negative effect (--) due to the site being within the River Mease catchment area to which IMP would like to make the following comments:
- 49.1 Proposals for the delivery of the site will benefit from existing capacity within Mercia Park’s drainage system. This will ensure that wastewater (foul flows) generated from employment uses would be pumped out of the River Mease Special Area of Conservation catchment, towards a Severn Trent Wastewater Treatment Works in Tamworth. Accordingly, this removes any risk of the development contributing to elevated levels of phosphorous entering the River Mease.
  - 49.2 It is now a requirement by law that all new development sites achieve a Biodiversity Net Gain (BNG) of at least 10%. The site will therefore be meeting this requirement as a minimum with IMP investigating how this target can be exceeded.
  - 49.3 Given the nature of the site (large arable) a number of protected species have been identified however with the extensive GI network proposed and other forms of mitigation it is not envisaged that there will be any significant impact on these species.
  - 49.4 Preliminary ground investigations suggest that there are no significant geological designations on the site.
50. Given the above, IMP consider that the site should score a minor positive (+) score against this SA Objective on the basis that there are unlikely to be any significant negative impacts and the site will be required to deliver a minimum of 10% BNG.

**SA13 Conserve and enhance the quality of the District’s landscape and townscape character**

51. Currently the Site Assessment identifies a significant negative effect (--) in relation to this objective, as the site is considered to lie outside of the current settlement boundaries and is not location on Previously Developed Land (PDL). IMP would like to make the following comments:

- 51.1 The SA Framework guidance criteria suggests that, in its current form, employment sites will be unable to make a meaningful contribution to this SA objective. To make a positive contribution requires connections to the townscape of town centres and facilitate the transition from rural to urban.
- 51.2 IMP fully acknowledge that strategic employment sites can have a significant impact on the landscape unless significant mitigation is deployed. IMP positively addressed landscape impact at Merica Park through extensive ground works to lower the levels of the buildings whilst deploying extensive green infrastructure, bunding and tree planting to reduce the visual envelope of the buildings. We would invite the Council and its SA consultants to visit Mercia Park to observe these features which have dramatically reduced the landscape impact of the buildings. IMP will deploy the same strategy for the site which will be communicated through the planning application process.
52. On this basis we consider that the site should be awarded a neutral (0) score against this SA Objective.

#### **SA14 Ensure land is used efficiently and effectively**

53. It is noted that the development will have a significant negative effect (--) based on the objective scoring criteria which is based on the site being over 1 hectare in size and greenfield in nature. IMP consider that this is a further demonstration of the need to produce an employment specific SA Framework which could amend the scoring criteria for this objective to be suitable for the characteristics of large strategic employment sites. IMP suggest these could be:
- 53.1 Protecting soil quality and preventing damage to soil
- 53.2 Protecting and enhancing natural capital where possible
- 53.3 Remediating contaminated sites where possible
54. IMP acknowledge that the existing SA Framework does reference some of these issues but that a major negative score will always be likely because on the remaining criteria. If the SA Framework was refocused as recommended by IMP then this would provide further strategic opportunities for enhancement and would result in a neutral (0) score for this SA Objective.

#### **SA15 Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage**

55. The site currently receives a neutral (0) score for this SA Objective on the basis that it is 'over 1 hectare in size and a greenfield site'<sup>5</sup>. IMP consider that this is an accidental duplicate of the constraints from SA Objective 14 and should be removed.

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<sup>5</sup> This is stated in the SA detailed site assessment in Appendix B.

56. Based on the design work undertaken to date and the SA Framework, IMP would like to make the following comments with respect to this SA Objective:

56.1 There are no designated heritage assets within the site and therefore it is not though that there will be any significant impacts a result of the proposed development.

56.2 Further studies are ongoing with respect to Archaeological impacts and whether any mitigation measures are required however it is not considered that this issue cannot be positively addressed if required.

57. On this basis, it is considered the neutral score for the site is justified.

### **SA16 Protect water resources and ensure that they are used efficiently**

58. The SA currently scores the site as neutral (0) against this SA Objective which IMP agree is a sound conclusion for the following reasons:

58.1 Water efficiency measures will be deployed in all of the buildings to minimise water consumption.

58.2 Mitigation deployed during construction and operation will minimise any risks of ground and surface water pollution.

### **SA17 Ensure the efficient use of natural resources, including reducing waste generation**

59. The SA currently scores the site as neutral (0) against this SA Objective which IMP agree is a sound conclusion for the following reasons:

59.1 An extensive waste minimisation and management strategy will be deployed across the site during the construction and operational phases of development. Such a strategy was deployed at Mercia Park which resulted in over 98% if waste generated successful recycled.

59.2 There will be no sterilisation of mineral deposits as a result of the proposed development

59.3 During construction it is likely that significant quantities of topsoil will be generated which, where possible, will be retained and used on site to create the landscaping bunds.

### **Conclusions and Recommendations**

60. IMP are fully committed to working proactively with NWL Council to ensure that the draft Local Plan and proposed allocation EMP82 delivers a range of social, economic and environmental benefits to the local community and wider region.

61. IMP would be pleased to discuss our representations in more detail with the council which can be summarised as follows:

- 61.1 IMP fully support the proposed allocation of its site but, based on the proven performance of Mercia Park and the evidence gathered to date for the site, consider that it will actually deliver far greater sustainability benefits than currently identified by the SA.
- 61.2 Given the nature of the assessments, it would appear there are a few minor errors in the scoring of IMP's site which should be corrected at the earliest opportunity.
- 61.3 IMP support the methodology deployed to date given the strategic nature of the Regulation 18 draft Local Plan but do consider there to be opportunities to improve the SA methodology which can only result in more sustainable allocations and therefore benefits to the residents of NWL. These are:
  - 61.3.1 The creation of an employment specific SA Framework to assess and identify the true sustainability performance of employment sites and identify further opportunities for mitigation.
  - 61.3.2 To incorporate site visits where necessary for the large strategic sites to identify site characteristics and opportunities for further enhancement. We would recommend that this includes a tour of Mercia Park to visualise the benefits identified in this report and identify measures that can be deployed to other strategic sites.

**Table 1: EMP 82: SA score review**

Site/SA Objective Assumption Made	Current Site Score	Revised SA Score
SA1 Improve the health and wellbeing of the District's population	0	+
SA2 Reduce inequalities and ensure fair access and equal access and opportunities for all residents	0	+
SA3 Help create the conditions for communities to thrive	?	+
SA4 Provide good quality homes that meet local needs in terms of number, type and tenure in locations where it can deliver the greatest benefits and sustainable access to services and jobs	0	0
SA5 Support economic growth throughout the District	+	++
SA6 Enhance the vitality and viability of existing town centres and village centres	-	0
SA7 Provision of a diverse range of employment opportunities that match the skills and needs of local residents	++	++
SA8 Reduce the need to travel and increase numbers of people walking, cycling or using the bus for their day-to-day travel needs	-	0
SA9 Reduce air, light and noise pollution to avoid damage to natural systems and protect human health	0	0
SA10 Reduce carbon emissions through the District		++
SA11 Ensure the District is resilient to the impacts of climate change	0	++
SA12 Protect and enhance the District's biodiversity and protect areas identified for their nature conservation and geological importance	-	+
SA13 Conserve and enhance the quality of the District's landscape and townscape character	-	0
SA14 Ensure land is used efficiently and effectively	-	0
SA15 Conserve and enhance the character, diversity and local distinctiveness of the District's built and historic heritage	0	0
SA16 Protect water resources and ensure that they are used efficiently	0	0
SA17 Ensure the efficient use of natural resources, including reducing waste generation	0	0

# North West Leicestershire Local Plan Representations.

## Draft Local Plan Regulation 18 Consultation

On behalf of Davidsons Developments Limited and  
Westernrange Limited

Date: 15.03.2024 | Pegasus Ref: P22-0876

Local Authority SHLAA Ref: Ib18 – Leicester Road, Ibstock

Author: Clare Clarke

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# 1. Introduction

- 1.1. These representations are submitted by Pegasus Group on behalf of Davidsons Developments Limited and Western Range in response to the North West Leicestershire Local Plan Regulation 18 Consultation on the Draft Local Plan.
- 1.2. Our clients wish to make comments on the Proposed Housing and Employment Allocations consultation document and Proposed Policies consultation document and the proposed Limits to Development for Ibstock.
- 1.3. These representations relate to our client's interests at Leicester Road, Ibstock, proposed as a draft allocation by the Council.
- 1.4. Our clients have previously engaged in the preparation of the plan including making representations to the Development Strategy Options & Policy Options consultation in March 2022. Submissions have also been made to the Strategic Housing Land Availability (SHLAA) Call for Sites including an update to the site boundary in March 2022, which has been taken into account by the Council. This is welcomed.
- 1.5. The site has been given SHLAA and draft allocation reference Ib18: Land off Leicester Road, Ibstock.
- 1.6. Appendix A provides an indicative concept masterplan of the site, which is capable of delivering approx. 450 homes in line with the proposed allocation. It would provide a suitable site for a new primary school, for the benefit of the wider area and provide a new community building, extra care facility and link road, as well as biodiversity net gain, formal open space and recreation.
- 1.7. Please find below Part A of the response form and declaration. The remainder of this document relates to Part B of the response form and clearly sets out which document and policy/paragraph the representations relate to.

## Part A – Personal Details

	Personal Details	Agent's Details
Title	Ms	Mrs
First Name	Helen	Clare
Last Name	Prangley	Clarke
Job Title		Director
Organisation	Davidsons Developments Ltd and Westernrange Ltd	Pegasus Group



House/Property Number or Name		██████████
Street		██████████
Town/Village		██████████
Postcode		██████████
Telephone Number		██████████
Email		████████████████████

## Declaration

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

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

Sig



Date: 15/03/24



## 2. Proposed Housing and Employment Allocations

### Draft Policy H2 – Housing Commitments

- 2.1. The Proposed Housing and Employment Allocations consultation document sets out that Draft Policy H2 will provide a list of housing commitments in the Publication version of the Local Plan (Regulation 19). This is an unnecessary policy, commitments can be set out in the housing trajectory, there is no need to include them in a policy.

### Draft Policy H3 – Housing Provision – New Allocations

- 2.2. Draft Policy H3 – Housing Provision – New Allocations outlines the proposed housing allocations to meet the remaining need for around 5,693 dwellings, once completions and commitments are taken into account.

#### Land off Leicester Road, Ibstock (Ib18)

- 2.3. Our clients welcome the draft allocation of Land off Leicester Road, Ibstock (Ib18).
- 2.4. Land off Leicester Road, Ibstock is well located to deliver sustainable development and can be delivered without any significant adverse impacts.
- 2.5. Ibstock one of the six most sustainable settlements which, as the consultation document acknowledges, offer the most comprehensive range of services and facilities. Land off Leicester Road, Ibstock therefore provides a suitable location for housing development as part of the proposed spatial strategy and will help deliver housing over the plan period.
- 2.6. The site has the potential to deliver a new primary school. This will create additional capacity, which is not currently available in the area, as the existing school in the village is at capacity and there is no space to extend. The site also provides an opportunity to provide a link road between Leicester Road and Ravenstone Road which would remove some traffic from the double roundabout on Ashby Road/Melbourne Road.
- 2.7. The site is well related to the existing settlement form and close to the range of services and facilities available in the settlement and within walking distance of existing employment. The site offers the opportunity to provide approx. 450 high quality homes in line with the draft allocations, including a proportion of affordable homes. In addition to a new school site, the development has the potential to deliver a new community building, homes suited to the elderly, and those who need care, and a link road to relieve pinch points in the village. The site is also capable of delivering biodiversity net gain, formal open space and recreation facilities.
- 2.8. Appendix A sets out a concept masterplan for the site which our clients intend to refine in order to provide a more detailed masterplan.

#### Deliverability Evidence

- 2.9. Draft allocation Ib18 Leicester Road, Ibstock is in the control of Davidsons Developments, a local housebuilder. There is no landownership, legal or other constraints to the development of the site.



- 2.10. Davidsons are a well-respected local housebuilder with an excellent track record of delivering high quality schemes across Leicestershire (5-star rated builder in the HBF/NHBC customer satisfaction survey). This site will be a unique opportunity for our client to deliver a flagship development opposite their own Headquarters in Ibstock.
- 2.11. Our clients are confident that, with the appropriate lead in times for gaining planning permission, the site can be fully delivered within the plan period. The site is very well understood with a full range of technical assessments already undertaken for the site which could be refreshed to support a planning application.
- 2.12. Davidsons Developments would be happy to prepare a Statement of Common Ground with the Council setting out details on the deliverability of the site and the proposed housing trajectory.

### **Draft Policy H3 Site Specific Requirements**

- 2.13. The opportunity to review and comment on the emerging policy wording for the draft allocation at Land off Leicester Road, Ibstock is welcomed.
- 2.14. Our client's support the inclusion of the following within the allocation:
- (a) Around 450 homes
  - (b) Provision of affordable housing
  - (d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes
  - (e) Land to accommodate a primary school
  - (f) Areas of public open space
  - (g) Surface water drainage provision (SuDS)
- 2.15. It is noted that the consultation document confirms that the final number of dwellings on each site will be determined at the planning application stage and will depend upon factors such as the final mix, size and density of housing. This is welcomed and this flexibility should be clear the final wording of Policy H3 and the individual site policies.
- 2.16. Our clients will welcome an opportunity to work with the District Council and County Council to discuss the appropriate size of the primary school and importantly the mechanism by which it will be secured.
- 2.17. Our clients would also welcome the opportunity to input into and review the results of viability assessment which will inform the scale of affordable housing sought from the site.
- 2.18. This site offers an opportunity to deliver homes and care for the elderly. We would welcome the opportunity to discuss the Council's aspirations for the site in this regard, so that a site specific requirement can be included in the policy rather than cross referencing Local Plan Policies H4 and H11, which may unintentionally undermine the specific opportunity here. Specific comments on Draft Policies H4 and H11 are included elsewhere in this representation.



- 2.19. Part (c) of the policy is considered to be an unnecessary duplication of Draft Policy H7. This is not a site-specific matter that needs to be detailed in this policy. The inclusion of self build plots within a site of this size needs to be carefully considered in terms of the practical issues it can create.
- 2.20. Similarly, the policy does not need to reference (b) Provision of affordable housing, (f) Areas of public open space or (g) Surface water drainage provision (SuDS) unless there are site specific factors that need to be included in the policy. These are all matters that are covered by other policies that would apply to the development of this draft allocation.
- 2.21. The policy also sets out the following requirements:
- (a) Provision of a safe and suitable primary access from Leicester Road;
  - (b) Provision of a safe and suitable secondary access from Melbourne Road;
  - (c) Provision of active travel pedestrian and cycle routes through the site;
  - (d) Retention and enhancement of the National Forest Way within a vegetated buffer;
  - (e) Retention and enhancement of the existing public right of way (Q93) between Frances Way and the National Forest Way;
  - (f) Existing hedgerows to be retained (except where removal is required to accommodate access) within a five metre vegetated buffer, outside of gardens;
  - (g) Achievement of biodiversity net gain in accordance with national requirements;
  - (h) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
  - (i) Provision of a Mineral Assessment for at or near surface coal and sand and gravel;
  - (j) A design which respects the amenity of adjoining residential and employment uses; and
  - (k) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.
- 2.22. Whilst the intention of the draft policy (b) is understood, it would be useful to clarify with Leicestershire County Council whether it is Melbourne Road to the west of the proposed allocation at this point along the road or whether it has become Ravenstone Road or even Ibstock Road, for the avoid of doubt about what is required.
- 2.23. The draft concept masterplan in Appendix A shows that the amenity of adjoining residential and employment uses, the retention of existing hedgerows and retention and enhancement of the public rights of way have all informed the plans for the site. This includes (Q93) between Frances Way and the National Forest Way and the east/west National Forest Way public right of way.



- 2.24. The policy does not need to include non-site specific matters such as (c) Provision of active travel pedestrian and cycle routes through the site, (g) Achievement of biodiversity net gain in accordance with national requirements, (h) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); or (k) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements. These are all matters that are covered by other policies that would apply to development of this site.
- 2.25. The concept masterplan shown in Appendix A shows how the site can deliver the majority of the aspirations for this site, as set out in the draft allocations, and our clients would welcome the opportunity to refine this ahead of a planning application being submitted for the site to support the Local Plan process.

#### **Parameters Plans**

- 2.26. Paragraph 4.63. of the Proposed Housing and Employment Allocations consultation document sets out that to aid with the interpretation of this policy, parameters plan will be prepared for all allocation sites as the Local Plan is progressed.
- 2.27. It is clear from the examples included in the consultation document (for example in relation to CD10), that these plans are intended to be illustrative diagrams to aid understanding of the policy wording. It is not considered necessary to include an illustrative diagram for all allocations, only those where there are particular sensitivities that require additional guidance. There are no such sensitivities at Leicester Road, Ibstock that would necessitate a diagram. Notwithstanding this view, it is important that any parameter plans that are included are clearly identified as illustrative diagrams for the avoidance of doubt.
- 2.28. If it is considered necessary, our client would prepare the parameters plan for the draft allocation at Land off Leicester Road, Ibstock, to inform the Publication version of the Local Plan for Regulation 19 consultation.



### **3. Proposed Limits to Development Review**

#### **Ibstock Limits to Development**

- 3.1. There are a number of proposed changes to the limits to development for Ibstock to take into account the draft allocation north of Leicester Road.
- 3.2. The inclusion of the site within the limits to development is supported and correctly reflects the land available for housing development. The consequential changes to the limits as a result of the proposed allocation of site Ib18 are considered to be logical.



## 4. Proposed Policies: Chapter 4 – Strategy

### Draft Policy S1 – Future Housing and Economic Development Needs

- 4.1. Draft Policy S1 – Future Housing and Economic Development Needs proposes a housing requirement of 686 dwellings each year, and 13,720 dwellings over the plan period of 2020–2040. This includes the Local Housing Need for the District of 372 dwellings each year (April 2022), identified through the standard method and the apportioned unmet need of Leicester, as agreed in the Statement of Common Ground, which was signed by the Council in September 2022.

#### Housing Requirement

- 4.2. The proposed approach to the housing requirement for the District is supported. This a positive response to the duty to cooperate and the apportioned unmet need identified in the Leicester and Leicestershire Statement of Common Ground.
- 4.3. It is recognised in the Proposed Policies document that the apportionment of the unmet need from Leicester was informed by the need to balance housing and employment growth. Even without the declared unmet need from Leicester City, the Council would have needed to uplift the housing requirement above the standard method Local Housing Need to ensure housing growth matched the future employment growth that is expected.
- 4.4. The proposed approach provides a robust housing requirement, which is positively prepared, effective and consistent with national policy.

#### Plan Period

- 4.5. The Proposed Policies document identifies a proposed plan period of 2020–2040. This is falls short of providing a 15 year time horizon from the adoption of the plan, in line with paragraph 22 of the NPPF.
- 4.6. The current Local Development Scheme anticipates Regulation 19 consultation on a Publication Local Plan (Regulation 19) in January to February 2025 and Submission in May 2025. The Examination in Public process takes on average a year but can take longer, as seen in neighbouring Charnwood, where the Examination has been underway for over two years. This would suggest adoption could be Summer 2026 at the earliest, part way through the monitoring year 2026/27. This would leave less than 14 years from adoption.
- 4.7. The Council will be submitting the Local Plan close to the government’s 30 June 2025 deadline for submitting plans under the current system, before the planning reforms come in. The potential for delays is therefore increased by the potential influx of Local Plans and the impact on the capacity at the Planning Inspectorate to manage Examinations.
- 4.8. The Council can avoid further unnecessary delays during the Examination process by extending the plan period now to at least 2041 and, given the potential for delays, it is suggested it is extended to at least 2042. At this stage in the process this change can be made without undermining the overall strategy or creating the need for additional consultation as there will be further consultation at the Regulation 19 stage in any case.



## **Draft Policy S2 – Settlement Hierarchy**

- 4.9. Draft Policy S2 – Settlement Hierarchy identifies Ibstock as one of three Local Service Centres.
- 4.10. Paragraph 4.23 of the proposed policies consultation document sets out that these six settlements form the central part of our settlement hierarchy and will accommodate the vast majority of new development.
- 4.11. The recognition of Ibstock as a sustainable location for additional growth over the plan period is supported.

## 5. Proposed Policies: Chapter 5 – Creating Attractive Places

### Draft Policy AP1 – Design of New Development (Strategic Policy)

- 5.1. The Proposed Policies consultation document does not include draft policy wording for AP1 – Design of New Development, but sets out the intention to update the current policy in line with national guidance and to reflect current work on the Good Design Supplementary Planning Document.
- 5.2. In principle the proposed approach to streamline the design policy in favour of more detailed guidance in a Supplementary Planning document is supported.
- 5.3. The Council need to consider the implications of District Wide Design Codes/Design Guides . There is potential for design codes to stifle good design rather than encourage it, create uniformity and formulaic developments. North West Leicestershire have a successful approach to design which the proposed Supplementary Planning Document approach can further support.

### Draft Policy AP2 – Amenity

- 5.4. The provision of a policy seeking to protect the amenity of occupiers and neighbouring residents to new development is supported. Any future policy should support the demonstration and provision of mitigation measures where necessary and appropriate to address any potential amenity impacts.

### Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

- 5.5. Draft Policy AP4 – Reducing Carbon Emissions requires development to contribute to the Council's aim for a carbon neutral district by 2050 by demonstrating how national energy efficiency targets will be met, what measures have been taken to minimise energy consumption, and what measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.
- 5.6. In addition, the policy requires renewable energy generation to be maximised on-site and where on-site renewables to match the total energy consumption of the development/site is demonstrated not to be technically feasible or economically viable, a financial contribution will be required to the council's carbon offset fund to enable residual carbon emissions to be offset by other local initiatives.
- 5.7. Draft Policy AP4 is not supported in its current form. If a net zero carbon policy is to be implemented by the Council, it must be fully evidenced, justified, and included in viability considerations.



- 5.8. Additionally, the Written Ministerial Statement Planning: Local Energy Efficiency Standards – 13th December 2023 informed councils that the government expects examiners to reject local plans that go beyond current national policy provisions.
- 5.9. The statement noted that improvements in building standards are already in force through revised building regulations, alongside the ones that are due in 2025, demonstrating the Government’s commitment to ensuring new properties have a much lower impact on the environment in the future. In this context, the statement noted that the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority areas can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures that development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework
- 5.10. This same rationale must extend to requiring sites to match their total energy consumption on site or pay financial contributions. This would go way beyond the national requirements and has the potential to undermine viability and delivery and compete with the provision of other forms of infrastructure. A site by site approach to energy generation also has the potential to undermine economies of scale in the provision of sustainable sources of energy and conflict the efficient use of land.

### **Draft Policy AP5 – Health and Wellbeing (Strategic Policy)**

- 5.11. Our clients are proactive in creating development’s that support resident’s health and wellbeing, this is an important part of designing successful development. The Council should consider whether there is a need for a specific health and well-being policy or whether this is a matter already picked up as part of the design and sustainable transport policies.

### **Draft Policy AP9 – Water Efficiency**

- 5.12. Draft Policy AP9 – Water Efficiency proposes a requirement for all proposals for new residential development to achieve the water efficiency standard of a maximum of 110 litres of water per person per day. This is the national optional technical housing standard.
- 5.13. The Building Regulations require all new dwellings to achieve a 125 litres per day per person (Part G), so this draft policy goes beyond the current national requirements.
- 5.14. This policy is not supported in its current form. Water efficiency is a matter dealt with through Building Regulations and there is insufficient evidence provided for a locally needed lower requirement. The evidence provided is for the wider Severn Trent Water area and does not appear to be supported by consultation with key stakeholders such as Severn Trent Water or the Environment Agency. There is also no evidence that the impact on viability has been tested and therefore the implications on housing supply.



## 6. Proposed Policies: Chapter 6 – Housing

- 6.1. Separately to the Housing and Employment Allocation consultation document which covers Draft Policies H2 and H3, the Proposed Policies consultation document sets out the proposed housing strategy and policies including in relation to the mix of housing, the standard of housing, affordable housing, and addressing the housing need of the district.

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

- 6.2. Draft Policy H1 outlines that the overall distribution of new homes will be guided by the development strategy and settlement hierarchy.
- 6.3. The policy includes unnecessary repetition. Point (1) and (2) in the policy repeat Policy S1. In particular point (2) which sets out the housing requirement for five year supply calculations and housing trajectory purposes, which is helpful, but is already set out in S1 (4) so does not need to be repeated here. Points (4) and (5) are simply cross referencing other policies, which is not necessary as the plan should be read as a whole.
- 6.4. This provision of a buffer is supported, this is essential for ensuring deliver of the housing needed in the plan period. It is important that the buffer is applied to the whole housing requirement figure, which it isn't currently. The proposed 10% buffer is the minimum level of flexibility and contingency that is needed in a Local Plan to allow for changes in circumstances and the failure of components of supply to deliver the expected numbers of homes. Consideration should be given to increasing the buffer to 15% at this stage in the process to reflect the potential for this to be reduced through the Examination process, as proposed allocations are tested and examined in detail.
- 6.5. The Local Plans Expert Group report, 2016 continues to provide a useful and relevant baseline in identifying the level of flexibility local planning authorities should look to build into their plans. The Report recommended a 20% allowance for developable reserve sites to provide extra flexibility to respond to change. An example locally is the Harborough Local Plan adopted with 15% contingency buffer and this has benefited the Council with no issues of housing land supply since the plan was adopted.

### **Draft Policy H4 –Housing Types and Mix (Strategic Policy)**

- 6.6. Draft Policy H4 – Housing Types and Mix includes a dwelling size breakdown from the Housing and Economic Needs Assessment and allows for a deviation of 5%. The draft policy requires any further deviation to be justified with reference to character and context of the application site, the local stock profile and dwellings which have been permitted/built or the the nature of the scheme. There are additional justifications for a deviation in the affordable provision, related to evidence of need.
- 6.7. Whilst the need to provide a mix of housing types is understood, the proposed policy is not supported as it does not have any regard to housing market evidence, economic conditions, viability, and site-specific circumstances, all of which may affect the most appropriate mix for a site. It is important that the policy allows for a flexible approach that will support the deliverability of well-designed development.



- 6.8. It also uses evidence which is a snap shot in time and then proposes to apply this to development throughout the plan period. The housing mix table from the Housing and Economic Needs Assessment should not be included in the policy. Given the length of time of the plan period, any policy relating to dwelling mix should refer to the most up-to-date evidence available. The table should be moved to the supporting text and cross referenced with a note that this evidence may be superseded through the plan period and the most up to date evidence should be used.
- 6.9. The policy also makes provision for housing suitable for older people, requiring schemes of 50+ dwellings to include a proportion of the 1- and 2-bed in the form of bungalows or other single level housing.
- 6.10. As set out in response to the Housing and Employment Allocations consultation document, in relation draft policy for Ib18 Leicester Road, Ibstock, there is an opportunity to consider a site specific response to older peoples housing needs and therefore there is no need to apply this generic policy to the draft allocation.
- 6.11. Draft Policy H4 needs to be viability tested as part of the whole plan viability assessment and considered in light of the potential impact on affordable housing delivery.

### **Draft Policy H5 – Affordable Housing (Strategic Policy)**

- 6.12. In respect of affordable housing, the Housing and Economic Needs Assessment calculates a net need of 382 affordable homes a year in the District and the Local Housing Needs Assessment identified a need for 387 affordable homes a year, which is around 56% of the total requirement.
- 6.13. The consultation document notes that the affordable housing requirements will be informed by the findings of the whole plan viability assessment and so no percentage requirement or tenure split is set out.
- 6.14. Our clients would also welcome the opportunity to input into and review the results of the viability assessment. It is important that the assessment takes account of the full range of matters that affect viability including the new mandatory biodiversity net gain requirements, the changes in building regulations, as well as the policies in the draft Local Plan. There may be a need to consider prioritising policy requirements and developer contributions to ensure the plan is deliverable.

### **Draft Policy H7 – Self-build and Custom Housebuilding**

- 6.15. This policy supports proposals for self-build and custom housebuilding where the site is located within the Limits to Development, on general market housing sites of 30 or more or in the countryside adjacent to the Limits to Development where certain criteria are met.
- 6.16. The requirement for sites of 30 dwellings or more to provide a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding is not supported in its current form. This proposed policy will not boost the housing supply and ignores the clear issues over the delivery of self-build plots as part of larger market housing sites.



- 6.17. Self-build and custom build owners will be free to design their own home, within the constraints of the site wide planning permission. This flexibility has the potential to cause issues as it creates uncertainty for purchasers of neighbouring conventional plots. This uncertainty also relates to the duration of the construction period for the self and custom build plots. By their nature, plot owners will progress some or all aspects of the build and this creates a risk of the build programme overrunning or stalling. This can leave gaps in the street scene, potential health and safety issues and amenity issues for neighbouring conventional homes left next to a building site for some time.
- 6.18. This policy approach will create practical issues that should be given careful consideration. It is essential that consideration is given to health and safety implications, working hours, length of build programme and therefore associated long-term gaps in the street-scene caused by stalled projects. There is the potential for unsold plots and the timescale for reversion of these plots to the original housebuilder creates practical difficulties in terms of co-ordinating construction activity on the wider site.
- 6.19. Another key issue to consider is whether large scale sites are where the self-builder and custom-builders want to be located and what happens if plots are not taken up. This approach to requiring a percentage of larger sites is unlikely to meet the aspirations of the majority of those on the self-build register. The demand is likely to be for small scale sites within rural areas rather than plots within more urban sites. It is important that the aspirations of self-builders are considered in the preparation of this policy to ensure it is effective.
- 6.20. Inspectors have rejected proposed policies in other plans that sought to require a specific percentage of self-build on allocated sites (see Blaby Part 2 Local Plan Inspector's report).
- 6.21. Whilst there is general support for the concept of self-build/custom housing, it is considered that the policy should support this through a criteria based policy which encourages the delivery of such plots where they are thought out, fully justified, and flexible.

## **Draft Policy H10 – Space Standards**

- 6.22. Draft Policy H10 – Space Standards requires all new housing to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.
- 6.23. The inclusion of a policy requiring new developments to deliver dwellings that comply with Nationally Described Space Standards, must be fully justified. It is important that, in addition to the evidence that has been collected in support of this policy, consideration is given to whether local residents consider these standards are important when buying a home as there will be cost implications of any increase in floorspace may have on the cost of the properties in their area, and the implications this may have for local residents.
- 6.24. There is a clear risk that the proposed inflexible policy approach to this issue will impact on affordability and affect customer choice. Smaller dwellings have always played a valuable role in meeting specific needs for both market and affordable housing.
- 6.25. If this policy is pursued it should be sufficiently flexible to recognise that well-designed house types which fall slightly below any given standard, may still be acceptable, particularly on sites where the majority of the dwellings comply.



- 6.26. Such a requirement must not make development unviable and needs to be factored into the viability assessment alongside other policy requirements so that emerging requirements can be prioritised.

## **Draft Policy H11– Accessible, Adaptable, and Wheelchair User Housing**

- 6.27. Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing proposes a requirement for all new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes). For housing developments comprising 10 or more dwellings the proposal is to require at least 9% of all market homes to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings) and at least 23% of all affordable homes to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The draft policy sets out that exceptions to the requirements will be considered only when the applicant has demonstrated that provision of a safe, step-free access is not viable.
- 6.28. Paragraph 16f of the NPPF advises that Local Plans should avoid unnecessary duplication. The Government response to consultation on raising accessibility standards for new homes states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations.
- 6.29. If the Government implements proposed changes to Part M of the Building Regulations, the Council's proposed approach would represent an unnecessary duplication of Building Regulations.
- 6.30. If the Council wishes to adopt the optional standards for accessible and adaptable dwellings, sufficient robust evidence needs to be presented to justify this approach in accordance with the Planning Practice Guidance which outlines the evidence necessary to justify a policy requirement for optional standards. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors.
- 6.31. There is an extra cost in delivering M4(2) and M4(3) which may vary between affordable and open market dwellings. This policy must therefore also be included in those considered as part of the Local Plan Viability Assessment to ensure that any proposed approach does not compromise viability of development.
- 6.32. The Inspectors considering the Charnwood Local Plan concluded during the recent hearing sessions that they did not have the evidence necessary to justify requiring M4(3) standard housing and this requirement would therefore need to be deleted from the emerging plan as a Main Modification. As a partner in the same Housing and Economic Needs Assessment, this raises questions about whether the evidence available for North West Leicestershire is sufficient.



## 7. Proposed Policies: Chapter 10 – Environment

### Draft Policy En1 – Nature Conservation/Biodiversity Net Gain (Strategic Policy)

- 7.1. Draft Policy EN1 – Nature Conservation / Biodiversity Net Gain seeks to ensure development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is determined. The draft policy looks to prioritise on-site provision, wherever practicable, where compensation is required and to ensure off-site provision is well located in relation to the proposed development.
- 7.2. The requirement for biodiversity net gain in line with national guidance is supported.
- 7.3. The policy requirement (e) for a management plan to be provided detailing how the post-development biodiversity values of the site and any supporting off-site provision will be secured, managed and monitored in perpetuity is not necessary. This duplicates the requirements brought in nationally on 12 February 2024, implementing the Environment Act provisions.
- 7.4. The national test is whether 10% biodiversity net gain is delivered, not the method or location by which it is delivered. It is not always the best approach to deliver biodiversity enhancements on site; this can create pockets of enhancement that are less beneficial to biodiversity than focusing these enhancements in strategic locations. This means on-site improvements or improvements close to the site may be less beneficial to biodiversity than focusing enhancements within an important corridor for example. It is not considered necessary to include this local policy prioritisation in the context of the new mandatory requirements and therefore policy requirement (d) is not supported.



## Appendix A: Concept Masterplan



	Residential Zones		New Landscaping
	Extra Care Facility		Open Space
	Standard Road		New Pedestrian Links
	Shared Surface / Lower Order Streets		Surface Water Attenuation
	Private Drives		PROW
	Existing Vegetation		Community Building

**Key Benefits**

- Up to 500 high quality homes, including up to 100 affordable dwellings
- Deliverable site – committed house builder with a local connection
- Link road to relieve pinch points
- New public open space
- Biodiversity enhancements
- Community Building

**Land Budget**

- Gross Site Area	29.6ha
- Residential Area	14.2ha
- SUDS/Drainage	1.6ha
- Public Open Space	12.4ha
- Community Use	0.34ha
- School	1ha

**Blackberry Farm**



**nineteen47**  
CHARTERED TOWN PLANNERS & URBAN DESIGNERS

Project  
Blackberry Farm

Drawing Title  
Illustrative Masterplan

Project Code	Drawing Nr	Rev	Drawing Scale
n1140	003	J	1:2500 @ A3

BLACKBER

146m

Application for business park

Suds

Biodiversity Net Gain Area

Existing Surface Water Attenuation

'Forest' School

The Village Character Area

Blackberry Green

The Villas Character Area

Blackberry Way

Farm Access

Community Building

Sports Area / Open Space

Play Area

Sports Area / Open Space

Suds

The Holt

The Cedars Character Area

Extra Care Facility

Kiln Green

FEICEST

Town & Country Planning Act 1990 (as amended)  
Planning and Compulsory Purchase Act 2004

**East Midlands**

4 The Courtyard, Church Street, Lockington,  
Derbyshire, DE74 2SL  
T 01509 670806  
E EastMidlands@pegasusgroup.co.uk  
Offices throughout the UK.

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**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: New housing site assessments ( C78- Land rear of 274 Church lane Whitwick)  
**Date:** 15 March 2024 20:20:18

---

Dear Sir or Madam,

Listed below are my reasons for objection to the proposed development above. (C78)

1. Danger to pedestrians, especially children due to the traffic which will inevitably increase.
2. Increased air pollution due to standing traffic which builds up most mornings of the week heading towards the McDonalds island along Thornborough road.
3. Increased possibility of even worse flooding than is happening now, both on the road and gardens next to the proposed development.
4. Thornborough Road, Brooks Lane and Church Lane are already bottlenecks caused by the existing traffic conditions. More vehicles which will inevitably come from the proposed development, will turn these roads virtually into single track.
5. Loss of habitat for wildlife. It's one long list! (Reference objection2017)

Kind regards Ian Kendrick.

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



SENT BY EMAIL  
planning.policy@nwleicestershire.gov.uk  
15/03/2024

Dear Planning Policy Team,

**DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040: PROPOSED POLICIES FOR CONSULTATION & PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS FOR CONSULTATION**

1. Thank you for consulting with the Home Builders Federation (HBF) on the Draft North West Leicestershire Local Plan 2020-2040: Proposed Policies for Consultation & Proposed Housing and Employment Allocations for Consultation.
2. The HBF is the principal representative body of the house-building industry in England and Wales. Our representations reflect the views of our membership, which includes multi-national PLC's, regional developers and small, local builders. In any one year, our members account for over 80% of all new "for sale" market housing built in England and Wales as well as a large proportion of newly built affordable housing.
3. The HBF would like to submit the following comments upon selected policies within these consultation documents. These responses are provided in order to assist North West Leicestershire Council in the preparation of the emerging local plan. The HBF is keen to ensure that the Council produces a sound local plan which provides for the housing needs of the area.
4. The HBF notes that Council's caveat that this document was prepared prior to the revisions made to the NPPF on 20<sup>th</sup> December 2023, and that any reference to the NPPF is to the previous version and will be corrected at the next stage of the Plan.

**Plan Period**

5. The proposed plan period is 2020 to 2040. The HBF considers that this is unlikely to be appropriate as the NPPF<sup>1</sup> states that strategic policies should look ahead over a minimum 15-year period from adoption and that where larger scale developments form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take in account the likely timescale for delivery. The HBF considers it is unlikely that that this Plan would be adopted in 2025.

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<sup>1</sup> NPPF December 2023 Paragraph 22



## Objectives

6. One of the Council's objectives is to ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. This is generally supported by the HBF.

## Draft Policy S1 – Future Development Needs (Strategic Policy)

7. This policy states the housing requirement for North West Leicestershire is 686 dwellings each year, and 13,720 dwellings over the plan period 2020-204. The Plan states that the standard method identifies a housing need of 372 dwellings per annum (dpa). It also identifies circumstances when it might be appropriate to plan for a level above the housing need figure, this includes meeting unmet demand from a neighbouring authority. The Plan states that Leicester City Council declared that it had an unmet, but unquantified, need in 2017. A Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) was undertaken having regard to a range of factors to inform how this unmet need might be redistributed across the rest of Leicestershire. This work resulted in a significant increase in the need for housing to 686dpa. This work led to a Statement of Common Ground which has been signed by the Council.
8. The NPPF<sup>2</sup> states that to determine the minimum number of homes needed, strategic policies should be informed by a local housing needs assessment, conducted using the standard method set out in the PPG. The PPG sets out the method for calculating the minimum annual local housing need figure<sup>3</sup>. The PPG<sup>4</sup> also sets out when it might be appropriate to plan for a higher housing need figure than the standard method, these include where there are growth strategies for the area, where there are strategic infrastructure improvements, where an authority is taking unmet need from a neighbouring authority, and where previous levels of housing delivery, or previous assessments of need are significantly greater than the outcome from the standard method.
9. The HENA has calculated the minimum local housing need (LHN) using the standard method for North West Leicestershire at 372dpa, it also identifies the minimum LHN for Leicester at 2,464dpa. The HENA also considers the balance between homes and employment, it suggests that there is stronger relative employment growth in North West Leicestershire with Cambridge Econometrics (CE) baseline projections highlighting a 7.3% change in jobs between 2020 and 2036. Table 8.3 compares jobs growth supported by the Standard Method against the CE baseline projections this highlights that for North West Leicestershire the standard method would not provide enough homes to meet the employment need. The HENA suggests that between 391 and

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<sup>2</sup> NPPF December 2023 Paragraph 61

<sup>3</sup> PPG ID:2a-004-20201216

<sup>4</sup> PPG ID: 2a-010-20201216

418dpa would be required to meet the baseline projections, and that between 535 and 589dpa would be required to meet the aspirational growth scenario.

10. The HENA Housing Distribution Paper suggests that difference between Leicester’s LHN and their supply generates an unmet need for Leicester of around 18,700 dwellings to 2036, equivalent to 1,169dpa. The paper considers redistribution based on the functional relationship to Leicester, adjustments to support future economic growth, implied stock growth, adjustments to support deliverability and to manage commuting and adjustments based on the current plan provision and land supply. This has led to the paper proposing a housing requirement 686dpa for North West Leicestershire.
11. The HENA has identified annual need for social / affordable rented housing of 236dpa and for affordable home ownership of 146dpa. It is noted that the PPG<sup>5</sup> states that an increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes. Therefore, the HBF considers that the Council should also be taking this affordable housing requirement into consideration as part of their housing requirement.
12. Table 1 below shows that the net additional dwellings in North West Leicestershire over the last ten years have regularly been above the LHN and the proposed housing requirement, with an average delivery over the ten years of 743dpa.

	2013 / 14	2014 / 15	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21	2021 / 22	2022 / 23	Average
North West Leicestershire	403	670	814	823	943	685	726	674	987	706	743

13. The HBF considers that the Council should review the housing requirement to ensure that it reflects the local housing need identified by the standard method and gives further consideration to the circumstances where a higher figure would be appropriate, particularly given the evidence highlighted above.

### **Draft Policy S2 – Settlement Hierarchy (Strategic Policy)**

14. This policy sets out the settlement hierarchy from Principal Town including the Coalville Urban Area; Key Service Centres including Ashby de la Zouch and Castle Donington; new settlement at Isley Woodhouse; Local Service Centres including Ibstock, Kegworth and Measham, Sustainable Villages including Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville, Worthington, Local Housing Needs Villages including Battram, Boundary, Coleorton, Griffydham, Hemington, Lockington, Lount, Newbold, Newton

<sup>5</sup> PPG ID: 2a-024-20190220

<sup>6</sup> DLUHC Housing Supply: Net Additional Dwellings – live tables  
(<https://www.gov.uk/government/collections/net-supply-of-housing#live-tables>)



Burgoland, Normanton le Heath, Osgathorpe, Peggs Green, Sinope, Snarestone, Swepstone, Wilson; and to, finally, Small Villages or Hamlets in the countryside.

15. The HBF considers that it is important that the spatial distribution of sites follows a logical hierarchy, provides an appropriate development pattern and supports sustainable development within all market areas. The HBF considers that the Council's proposed approach to the distribution of housing should ensure the availability of a sufficient supply of deliverable and developable land to deliver the housing requirement.

#### **Draft Policy AP4 – Reducing Carbon Emissions (Strategic Policy)**

16. This policy states that all new development will be required to demonstrate how they will achieve energy efficiency targets in line with the latest standards at the time a planning application is determined; and demonstrate that measures have been taken to minimise energy consumption by following steps in the energy hierarchy and major developments will be required to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials. It also states that renewable energy generation should be maximised as much as possible on site.
17. The HBF supports the Council in seeking to meet the challenge of reducing carbon emissions. The HBF considers that the Council should ensure that this policy is only implemented in line with the December 2023 Written Ministerial Statement<sup>7</sup> which states that 'a further change to energy efficiency building regulations is planned for 2025 meaning that homes built to that standard will be net zero ready and should need no significant work to ensure that they have zero carbon emissions as the grid continue to decarbonise. Compared to varied local standards, these nationally applied standards provide much-needed clarity and consistency for businesses, large and small, to invest and prepare to build net-zero ready homes'. It goes on to state that 'the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned buildings regulations. The proliferation of multiple, local standards by local authority area can add further costs to building new homes by adding complexity and undermining economies of scale. Any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned buildings regulation should be rejected at examination if they do not have a well-reasoned and robustly costed rationale'. The HBF considers as such it would be appropriate to make reference to the Future Homes Standard and the Building Regulations as the appropriate standards for development. The Council will also be aware that the Future Homes and Buildings Standards: 2023 consultation<sup>8</sup> has been released covering Part L (conservation of fuel and power), Part F (ventilation) and Part O (overheating).

#### **Draft Policy AP5 – Health and Wellbeing (Strategic Policy)**

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<sup>7</sup> <https://questions-statements.parliament.uk/written-statements/detail/2023-12-13/hcws123>

<sup>8</sup> <https://www.gov.uk/government/consultations/the-future-homes-and-buildings-standards-2023-consultation/the-future-homes-and-buildings-standards-2023-consultation>

18. This policy states that the Council will support healthy eating and promote healthy food choices through opportunities for sustainable food development, such as allotments and community growing places.
19. The HBF generally supports plans that set out how the Council will achieve improvements in health and well-being. In preparing its local plan the Council should normally consider the health impacts with regard to the level and location of development. Collectively the policies in the plan should ensure health benefits and limit any negative impacts and as such any development that is in accordance with that plan should already be contributing positively to the overall healthy objectives of that area.

### **Policy AP6 – Health Impact Assessments**

20. The Council have not yet drafted a policy in relation to Health Impact Assessments (HIAs), the Plan suggests that the Council will be exploring triggers for HIA, including the potential for an identification of a numerical threshold, or geographical areas where there are issues surrounding health inequality or vulnerability.
21. The PPG<sup>9</sup> sets out that HIAs are ‘a useful tool to use where there are expected to be significant impacts’ but it also outlines the importance of the local plan in considering the wider health issues in an area and ensuring policies respond to these. As such Local Plans should already have considered the impact of development on the health and well-being of their communities and set out policies to address any concerns. Consequently, where a development is in line with policies in the local plan a HIA should not be necessary. Only where there is a departure from the plan should the Council consider requiring a HIA. In addition, the HBF considers that any requirement for a HIA should be based on a proportionate level of detail in relation the scale and type of development proposed. The requirement for HIA for development proposals that meet a particular numerical threshold without any specific evidence that an individual scheme is likely to have a significant impact upon the health and wellbeing of the local population is not justified by reference to the PPG. Only if a significant adverse impact on health and wellbeing is identified should a HIA be required, which sets out measures to substantially mitigate the impact.

### **Draft Policy AP9 – Water Efficiency**

22. This policy states that all proposals for new residential development are required to achieve the national optional water efficiency standard of a maximum of 110 litres of water per person per day.
23. The HBF notes that the Building Regulations require all new dwellings to achieve a mandatory level of water efficiency of 125 litres per day per person, which is a higher standard than that achieved by much of the existing housing stock. This mandatory standard represents an effective demand management measure. The Optional Technical Housing Standard is 110 litres per day per person.

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<sup>9</sup> PPG ID:53-005-20190722

24. As set out in the NPPF<sup>10</sup>, all policies should be underpinned by relevant and up to date evidence, which should be adequate, proportionate and focussed tightly on supporting and justifying the policies concerned. Therefore, a policy requirement for the optional water efficiency standard must be justified by credible and robust evidence. If the Council wishes to adopt the optional standard for water efficiency of 110 litres per person per day, then the Council should justify doing so by applying the criteria set out in the PPG. PPG<sup>11</sup> states that where there is a *'clear local need, Local Planning Authorities (LPA) can set out Local Plan Policies requiring new dwellings to meet tighter Building Regulations optional requirement of 110 litres per person per day'*. PPG<sup>12</sup> also states the *'it will be for a LPA to establish a clear need based on existing sources of evidence, consultations with the local water and sewerage company, the Environment Agency and catchment partnerships and consideration of the impact on viability and housing supply of such a requirement'*. The HBF does not consider that the Council's evidence demonstrates a clear local need.

### **Draft Policy H1 – Housing Strategy (Strategic Policy)**

25. This policy states that the Council will plan, monitor and manage the delivery of housing development. The policy also states that the annualised housing requirement for five-year housing land supply and housing trajectory purposes will be 686dpa.

26. The HBF generally supports the clarity provided by the Council in identifying 686dpa as the housing requirement which will be used for the five year housing land supply (5YHLS) and the housing trajectory.

27. This policy also states that proposals for residential development will be supported where they contribute positively towards meeting local housing needs and achieving sustainable development. And goes on to state that applications for major development should demonstrate how they will make an optimal use of land and provide a mix of homes, including size, tenure and specialist adaptations to support people with different needs.

28. The HBF understands the need for a mix of house types, sizes and tenures and is generally supportive of providing a range and choice of homes to meet the needs of the local area. It is, however, important that any policy is workable and ensures that housing delivery will not be compromised or stalled due to overly prescriptive requirements, requiring a mix that does not consider the scale of the site or the need to provide significant amounts of additional evidence.

29. The policy makes reference to major residential developments demonstrating how they will make optimal use of land; however, the policy does not set a density requirement. The NPPF<sup>13</sup> states that plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible . . . and should

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<sup>10</sup> NPPF Sept 2023 paragraph 31 / NPPF Dec 2023 paragraph 31

<sup>11</sup> ID: 56-014-20150327

<sup>12</sup> ID: 56-015-20150327

<sup>13</sup> NPPF Dec 2023 paragraph 129

include the use of minimum density standards for city and town centres and other locations that are well served by public transport.

30. The HBF considers that the Council should ensure that the policy is in line with the NPPF, but also ensure that it includes a level of flexibility. The HBF would recommend clarity around the term optimal use of land and would recommend amendments to create flexibility within the policy to allow developers to take account of individual site characteristics and evidence in relation to demand, market aspirations and viability.
31. However, the HBF considers that much of this policy is more of a statement of intent than a policy and much of what it contains is already found in other policies. The HBF considers this policy could be streamlined or deleted, with a more general set of principles set out in the introduction of the housing section of the Plan.

**Draft Policy H4 – Housing Types and Mix**

32. This policy states that planning applications for major residential and mixed-use schemes should provide a mix of housing types and sizes including custom and self-build. It states that the dwelling size breakdown in the HENA is the starting point and a table, copied below, sets out the proportions. It suggests that any deviation of more than 5% must be justified.

	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>
<b>Market</b>	5%	35%	45%	15%
<b>Affordable for Rent</b>	35%	40%	20%	5%
<b>Affordable Ownership</b>	15%	40%	35%	10%

33. The HBF understands the need for a mix of house types, sizes and tenures and is generally supportive of providing a range and choice of homes to meet the needs of the local area. It is, however, important that any policy is workable and ensures that housing delivery will not be compromised or stalled due to overly prescriptive requirements, requiring a mix that does not consider the scale of the site or the need to provide significant amounts of additional evidence.
34. The HBF recommends a flexible approach is taken regarding housing mix which recognises that needs and demand will vary from area to area and site to site; ensures that the scheme is viable; and provides an appropriate mix for the location. The HBF also recommends that the evidence required to support the housing mix is proportionate to the development and is not overly onerous.

35. The HBF would be keen to understand the evidence to support the need for custom and self-build housing in North West Leicestershire, and how it has informed the requirements of this Policy. The PPG<sup>14</sup> sets out how custom and self-build housing needs can be assessed. The HENA identifies that on average 13 individuals enter the register per base period within North West Leicestershire. The Self-Build Topic Paper suggests that as of 30<sup>th</sup> October 2023, there are 126 individuals on the Council's register. The Topic Paper also sets out that the Council have granted planning permission for 37 self-build and custom housebuilding plots, with a further 7 granted permission on the 1APP form.
36. The HBF is concerned that as currently proposed this policy will not assist in boosting the supply of housing and may even limit the deliverability of some sites and homes. The HBF considers that the Council's own evidence show that there is not a demand from custom and self-builders. The PPG<sup>15</sup> sets out how local authorities can increase the number of planning permissions which are suitable for self and custom build housing. These include supporting neighbourhood planning groups to include sites in their plans, effective joint working, using Council owned land and working with Home England. The HBF considers that alternative policy mechanisms could be used to ensure a reliable and sufficient provision of self & custom build opportunities across the Borough including allocation of small and medium scale sites specifically for self & custom build housing and permitting self & custom build outside but adjacent to settlement boundaries on sustainable sites especially if the proposal would round off the developed form.
37. Additionally, the policy states that developments which include housing suitable for older people will be supported. For schemes of 50+ dwellings a proportion of the 1 and 2 bed homes should be in the form of bungalows or other single level housing.
38. The HBF is generally supportive of providing homes that are suitable to meet the needs of older people and disabled people. Whilst there is general support for such development, the HBF would recommend that the Council should be more proactive in working with providers of this type of development to identify appropriate sites for allocation. This approach would provide far more certainty to the council that the need for such accommodation will be met in full. The HBF also considers that it is important that the Council consider the implications of the provision of bungalows and other single level housing in terms of viability and density.

#### **Draft Policy H5 - Affordable Housing (Strategic Policy)**

39. This policy states that affordable housing will be provided on site as part of major residential and mixed-use developments. However, the percentage requirements and tenure mix have not yet been set and are awaiting whole plan viability testing.
40. The HBF supports the need to address the affordable housing requirements of the borough. However, given the limited information provided in relation to this policy, the

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<sup>14</sup> PPG ID: 67-003-20190722

<sup>15</sup> PPG ID: 57-025-20210508

HBF is not able to comment in detail. The NPPF<sup>16</sup> is clear that the derivation of affordable housing policies must not only take account of need but also viability and deliverability. The Council should be mindful that it is unrealistic to negotiate every site on a one-by-one basis because the base-line aspiration of a policy or combination of policies is set too high as this will jeopardise future housing delivery.

### **Draft Policy H7 – Self-build and Custom housebuilding**

41. This policy states that on general market housing sites of 30 or more the Council will require the delivery of a minimum of 5% of the sites capacity as serviced plots for self-build and custom housebuilding.
42. The HBF does not consider that the Council has appropriate evidence to support the requirement for developers on sites of 30 dwellings or more to provide 5% of all new homes as service plots for custom or self-build housing. The HBF is concerned that as currently proposed this policy will not assist in boosting the supply of housing and may even limit the deliverability of some sites and homes. The HBF considers that the Council's own evidence show that there is not a demand from custom and self-builders.
43. The HBF has previously set out its concerns in relation to self and custom build in Policy H4, and as such has not repeated them here. However, it seems unnecessary for both policies to contain this requirement, and the HBF would suggest that the requirement could be removed from H4, to avoid unnecessary duplication.

### **Draft Policy H10 – Space Standards**

44. This policy states that all new housing will be required to meet or exceed the Nationally Described Space Standards (NDSS).
45. The NDSS as introduced by Government, are intended to be optional and can only be introduced where there is a clear need and they retain development viability. As such they were introduced on a 'need to have' rather than a 'nice to have' basis. PPG<sup>17</sup> identifies the type of evidence required to introduce such a policy. It states that 'where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies. Local planning authorities should take account of the following areas: Need, Viability and Timing. The Council will need robust justifiable evidence to introduce the NDSS, based on the criteria set out above. The HBF considers that if the Government had expected all properties to be built to NDSS that they would have made these standards mandatory not optional.
46. The Space Standards Topic Paper states that there is evidence that the majority of one, two and three bed homes do not meet the minimum gross internal floorspace standards as set out in the NDSS. The Topic Paper does not provide evidence that these homes have not sold or do not meet the needs of the residents of these homes. The HBF considers that in most circumstances home buyers in this country purchase homes

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<sup>16</sup> NPPF Dec 2023 Paragraph 34

<sup>17</sup> PPG ID:56-020-20150327

based on the numbers of bedrooms meeting their needs, rather than the floorspace of the property. The HBF considers that the Council may want to consider the implications any increase in floorspace may have on the cost of the properties in their area, and the implications this may have for local residents.

### **Draft Policy H11 – Accessible, adaptable and wheelchair user housing**

47. This policy states that all new homes will be required to meet Part M4(2) and that on housing developments of 10 or more dwellings or on sites of more than 0.5ha at least 9% of all market homes will be required to meet Part M4(3)(2)(a), and at least 23% of all affordable homes will be required to meet Part M4(3) and that the expectation is that these will be built to M3(3)(2)(b) standard (wheelchair accessible dwellings), although provision of M4(3)(2)(a) (wheelchair adaptable dwellings) will be considered where justified and agreed with the Council's Strategic Housing Team prior to the granting of planning permission.
48. The HBF is generally supportive of providing homes that are suitable to meet the needs of older people and disabled people. However, if the Council wishes to adopt the higher optional standards for accessible, adaptable and wheelchair homes the Council should only do so by applying the criteria set out in the PPG.
49. PPG<sup>18</sup> identifies the type of evidence required to introduce such a policy, including the likely future need; the size, location, type and quality of dwellings needed; the accessibility and adaptability of the existing stock; how the needs vary across different housing tenures; and the overall viability. It is incumbent on the Council to provide a local assessment evidencing the specific case for North West Leicestershire which justifies the inclusion of optional higher standards for accessible and adaptable homes in its Local Plan policy. If the Council can provide the appropriate evidence and this policy is to be included, then the HBF recommends that an appropriate transition period is included within the policy.
50. The PPG also identifies other requirements for the policy including the need to consider site specific factors such as vulnerability to flooding, site topography and other circumstances, this is not just in relation to the ability to provide step-free access.
51. The Council should also note that the Government response to the Raising accessibility standards for new homes<sup>19</sup> states that the Government proposes to mandate the current M4(2) requirement in Building Regulations as a minimum for all new homes, with M4(1) applying in exceptional circumstances. This will be subject to a further consultation on the technical details and will be implemented in due course through the Building Regulations. M4(3) would continue to apply as now where there is a local planning policy in place and where a need has been identified and evidenced.

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<sup>18</sup> PPG ID: 56-007-20150327

<sup>19</sup> <https://www.gov.uk/government/consultations/raising-accessibility-standards-for-new-homes/outcome/raising-accessibility-standards-for-new-homes-summary-of-consultation-responses-and-government-response#government-response>

52. The HBF considers that if the Council has the evidence to introduce this policy, it may want to consider the most appropriate way to deliver the homes they require to meet their needs. The HBF considers that this may not always be in the form of M4(3) homes, and may need further consideration.

### **Draft Policy IF1 – Development and Infrastructure (Strategic Policy)**

53. This policy states that contributions may be secured by means of planning obligations and / or community infrastructure levy charges. It goes on to state that in negotiating the provisions of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.
54. Development can only be required to mitigate its own impact and cannot be required to address existing deficiencies in infrastructure or services. It is therefore essential for the Infrastructure Development Plan (IDP) to clearly show the existing and known deficiencies in the current infrastructure, before reaching any conclusion on the cumulative effects of new development, and any contribution that is needed from new development to mitigate any additional individual and/or cumulative impacts.
55. The HBF notes the flexibility in relation to the Council having regard to viability issues, however the HBF also suggests that the policy wording should include the opportunity for negotiation around policy requirements for site specific reasons, to reflect any viability challenges identified in the Plan Viability Assessment and for any sites whose circumstances fall outside the parameters of the typologies tested.

### **Draft Policy EN2 – River Mease Special Area of Conservation (Strategic Policy)**

56. This policy states that until such time as wastewater is pumped out of the River Mease catchment, new development will be allowed where there is sufficient headroom capacity available at the named Wastewater Treatment Works (WWTW) and the proposed development is in accordance with the provisions of the Water Quality Management Plan.
57. The Notice of Designation of Sensitive Catchment Areas 2024<sup>20</sup> identifies the River Mease SAC as a phosphorus sensitive catchment area. The notice identifies that *‘in designated catchments water companies have a duty to ensure wastewater treatments works serving a population equivalent over 2,000 meet specified nutrient removal standards by 1<sup>st</sup> April 2030. Competent authorities (including local planning authorities) considering planning proposals for development draining via a sewer to a wastewater treatment works subject to the upgrade duty are required to consider that the nutrient pollution standard will be met by the upgrade date for the purposes of Habitats Regulations Assessments. A limited exemption process will be completed by 1 April 2024, when wastewater treatment works exemptions will be confirmed, which may affect the levels of nutrient mitigation that development must secure for specific wastewater*

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<sup>20</sup> <https://www.gov.uk/government/publications/notice-of-designation-of-sensitive-catchment-areas-2024/notice-of-designation-of-sensitive-catchment-areas-2024#effect-of-this-notice>



*treatment works in some catchments. It is important that planning decisions continue to be taken based on material planning considerations'.*

58. The HBF would also suggest that the Council may want to further consider the role of the water industry in the protection of water resources and nutrient neutrality. This policy places a lot of emphasis on the development industry to protect water quality, to ensure water resources, to protect the environment and to create nutrient neutrality, whereas most of the actual responsibility for these elements will be reliant on the work of the water industry.

## Housing Allocations

59. Table 2 of the Allocations Consultation Document, copied below, sets out the housing need and supply position at April 2023, and suggests that there is a need to allocate around 5,693 dwellings.

**Table 2: Housing Need and Supply Position at 1 April 2023**

		No. of dwellings
A	Annual requirement	686
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining at 1 April 2023 (B - C)	11,324
E	Flexibility allowance @ 10% of D	1,132
<b>F</b>	<b>TOTAL REQUIREMENT (D +E)</b>	<b>12,456</b>
G	Projected completions 2023-31	4,698
H	Projected completions 2031-40	1,388
I	Projected additional completions due to HS2	677
J	Total projected completions 2022-40 (G+H+I)	6,763
	<b>REMAINING PROVISION REQUIRED (F - J)</b>	<b>5,693</b>

60. The Housing Allocations document sets out the draft housing allocations, the table summary of allocations does not appear to have a policy number.
61. The HBF has no comments on the individual proposed housing allocations and these representations are submitted without prejudice to any comments made by other parties. The HBF is keen that the Council produces a plan which can deliver against its housing requirement. To do this it is important that a strategy is put in place which provides a sufficient range of sites to provide enough sales outlets to enable delivery to be maintained at the required levels throughout the plan period. The HBF and our members

can provide valuable advice on issues of housing delivery and would be keen to work proactively with the Council on this issue.

62. The Plan's policies should ensure the availability of a sufficient supply of deliverable and developable land to deliver South Tyneside's housing requirement. This sufficiency of housing land supply (HLS) should meet the housing requirement, ensure the maintenance of a 5 Year Housing Land Supply (YHLS), and achieve Housing Delivery Test (HDT) performance measurements. The HBF also strongly recommends that the plan allocates more sites than required to meet the housing requirement as a buffer. This buffer should be sufficient to deal with any under-delivery which is likely to occur from some sites and to provide flexibility and choice within the market. Such an approach would be consistent with the NPPF requirements for the plan to be positively prepared and flexible.
63. The Council's overall HLS should include a short and long-term supply of sites by the identification of both strategic and non-strategic allocations for residential development. Housing delivery is optimised where a wide mix of sites is provided, therefore strategic sites should be complimented by smaller non-strategic sites. The widest possible range of sites by both size and market location are required so that small, medium and large housebuilding companies have access to suitable land to offer the widest possible range of products. A diversified portfolio of housing sites offers the widest possible range of products to households to access different types of dwellings to meet their housing needs. Housing delivery is maximised where a wide mix of sites provides choice for consumers, allows places to grow in sustainable ways, creates opportunities to diversify the construction sector, responds to changing circumstances, treats the housing requirement as a minimum rather than a maximum and provides choice / competition in the land market.
64. The Council should identify at least 10% of its housing requirement on sites no larger than one hectare or else demonstrate strong reasons for not achieving this target in line with the NPPF requirements.

### **Monitoring**

65. The HBF recommends that the Council include an appropriate monitoring framework which sets out the monitoring indicators along with the relevant policies, the data source and where they will be reported, this should also include the targets that the Plan is hoping to achieve and actions to be taken if the targets are not met. The HBF recommends that the Council provide more details as to how the plan will actually be monitored, and identifies when, why and how actions will be taken to address any issues identified.

### **Viability**

66. The HBF has not been able to find an up-to-date Viability Assessment. The HBF considers that a viability assessment will need to be prepared to reflect the current Plan policies and requirements and the current costs. Without this part of the evidence, the

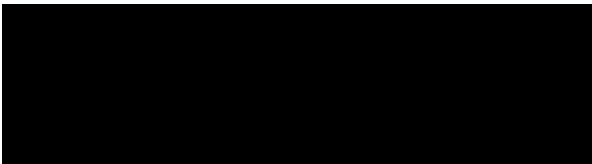
HBF is not able to comment on the deliverability of the policy requirements or the Local Plan overall.

### **Future Engagement**

67. I trust that the Council will find these comments useful as it continues to progress its Local Plan. I would be happy to discuss these issues in greater detail or assist in facilitating discussions with the wider house building industry.

68. The HBF would like to be kept informed of all forthcoming consultations upon the Local Plan and associated documents. Please use the contact details provided below for future correspondence.

Yours faithfully



Rachel Danemann MRTPI CIHCM AssocRICS  
Planning Manager – Local Plans (Midlands and South West)  
Home Builders Federation

Email: [Redacted]

Phone: [Redacted]



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

Details of what we are consulting on, and why, can be found on the Council website at [www.nwleics.gov.uk/localplanmysay](http://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	Wendy	
Last Name	Hague	
Job Title (where relevant)	Principal Planning Officer (Policy)	
Organisation (where relevant)	Hinckley and Bosworth Borough Council	
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.

Use this box to set out your response.

### **Housing need and requirement: Draft Policy S1**

It is noted that North West Leicestershire District Council (NWLDC) have used the standard method to calculate the minimum annual local housing need figure as a starting point and the Leicester and Leicestershire Housing and Economic Needs Assessment. On 6 September 2022, NWLDC agreed to sign the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022), which makes provision for a housing requirement figure of 686 dwellings each year.

### **Objective 11, Draft Policies S2,TC1, IF1, IF2 and IF3**

The approach of allocating most of the housing via a new settlement is noted. We would be pleased to provide further comment as and when more information relating to Isley Woodhouse and/or any other new settlement/sustainable urban extension were available. The principle of allocating development sites in/around the Principal Town and the Key Service Centres can also achieve economies of scale for infrastructure provision and delivery.

In summary, HBBC acknowledges that a housing requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment. HBBC remains committed to effective and on-going joint working with NWLDC and other relevant bodies as this is integral to the determination of where additional infrastructure is necessary over the respective plan periods.

### **Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)**

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.

(2) In order to achieve this, until such time as wastewater is pumped out of the River Mease catchment, new development within the catchment will be allowed where:

(a) There is sufficient headroom capacity available at the named/identified Wastewater Treatment Works to which flows from the development will go; and

(b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme in operation at the time.

(3) In circumstances where:

(a) there is no headroom capacity available at appropriate wastewater treatment works; or

(b) no capacity available within the Developer Contributions Scheme in operation at the time; or

(c) exceptionally, as part of the development, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency;

development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.

HBBC **supports** the abovementioned policy and welcomes any liaison to improve the water quality of the River Mease Special Area of Conservation.

HBBC notes the issue of further advice from Natural England with regards to the River Mease SAC issued on 28<sup>th</sup> February 2024:

[Using the nutrient neutrality calculators - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/using-the-nutrient-neutrality-calculators)

[River Mease SAC: nutrient neutrality calculator - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/river-mease-sac-nutrient-neutrality-calculator)

**Cross boundary implications of development**

## Employment

### J11 /M42 – A444

[Proposed Housing and Employment Allocations for Consultation](#) proposes that land to the north of J11 A/M42 is a suitable site (SHELAA site EMP82) if, in due course, an allocation in this location is justified. The site is approximately 28Ha and comprises a wedge -shaped parcel of agricultural land contained by the A42 to the east, the A444 to the west and by field boundaries to the north.

HBBC's concerns are related to the potential scale of additional trips generated onto the A444 and the potential reduction in amenity and/or air quality across the highway network(s). **We reserve the right to comment further once transport modelling is completed for this site.**

## Housing

### Ibstock

### Land off Leicester Road, Ibstock (Ib18) – A447

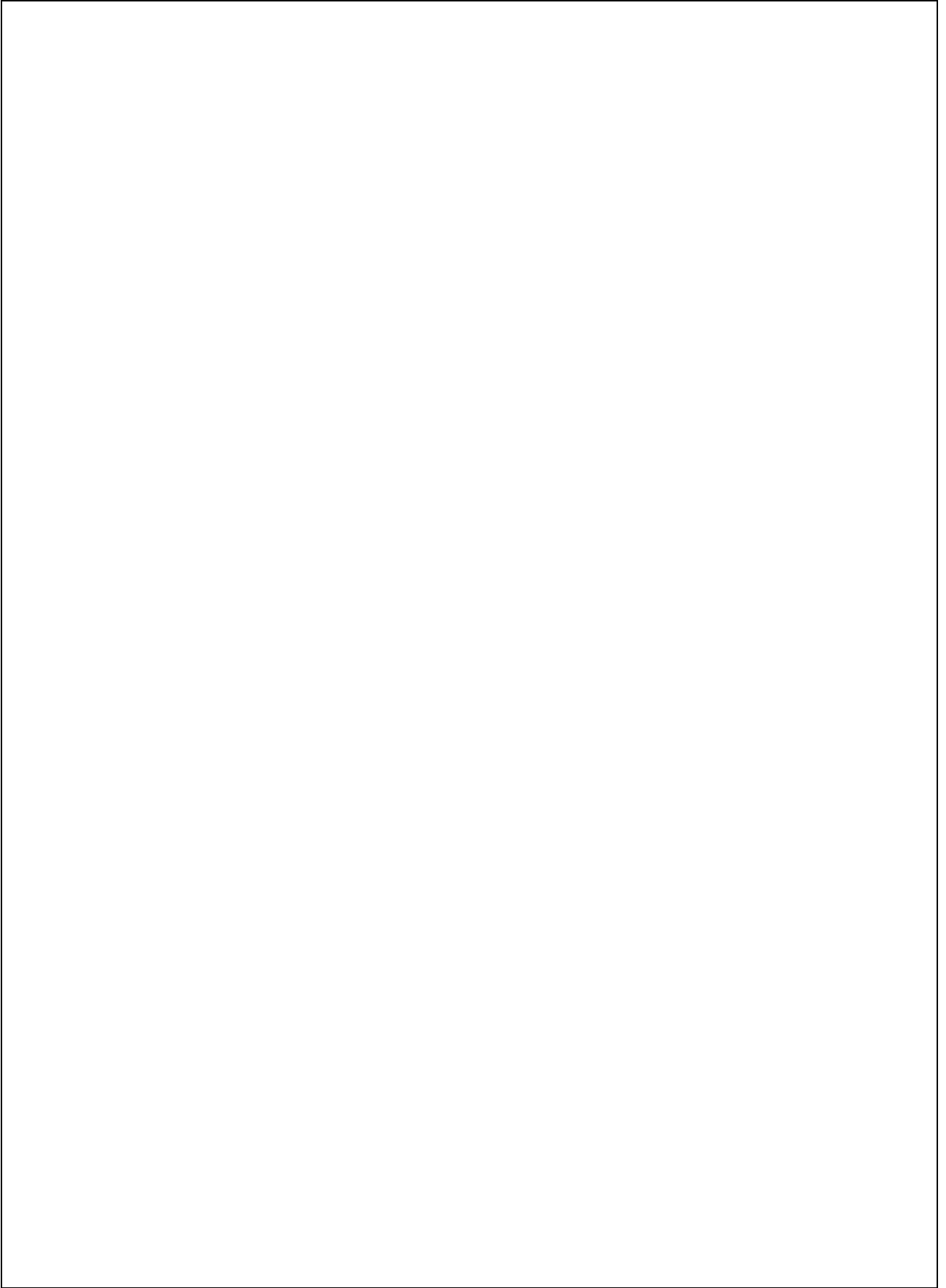
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It is noted that Part 1 of the Infrastructure Delivery Plan (IDP) has been prepared, but as the Local Plan makes further progress, each of the allocations will be subject to a more detailed assessment in Part 2 of the IDP. We would welcome the opportunity to review this document in due course and wish to continue working with officers of your Council and Leicestershire County Council to explore the most effective delivery mechanisms for cross-boundary strategic transport schemes required to manage and mitigate the combined impacts of growth.

**HBBC would like to reserve further comment regarding the 'soundness' of the plan until the pre-submission consultation stage, when any remaining evidence base documents and the policies contained within the Plan have been fully drafted.**

We look forward to continuing working with North West Leicestershire District Council in the development of our respective local plans and on wider cross boundary planning issues.





## 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: W. Hague

Date: 15<sup>th</sup> March 2024

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

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



Please ask for: Yoanna Gardner  
Direct dial/ext:  
Direct fax:  
Email: [planningpolicy@hinckley-bosworth.gov.uk](mailto:planningpolicy@hinckley-bosworth.gov.uk)  
Your ref:  
Our ref:  
Date: **15.03.2024**

Mr C Elston,  
Head of Planning & Infrastructure  
North West Leicestershire District Council  
PO Box 11051  
Coalville  
LE67 0FW

Dear Mr Elston,

### **Draft North West Leicestershire Local Plan 2020 – 2040 Regulation 18 Consultation**

Thank you for your letter dated 02 February 2024, inviting Hinckley & Bosworth Borough Council (HBBC) to comment on the above document. HBBC notes that the purpose of this consultation is to seek views on the following documents:

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

It is acknowledged that these documents were prepared prior to the revisions made to the National Planning Policy Framework (NPPF) on 20 December 2023. It is also noted that any references to the NPPF are to the previous version dated September 2023 and will be corrected at the next stage of the plan. Therefore, HBBC will not be making comments relating to the changes to the NPPF.

#### **Strategic development strategy**

HBBC notes that the Plan seeks to make provision over the plan period to 2040 for:

- 13,720 dwellings based on 686 dwellings each year as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (June 2022).
- 59,590 sqm for office uses (defined as the former B1 (now part of Class E)) and 195,500 sqm for industrial and small warehousing (defined as Class B2 and Class B8) of less than 9,000 sqm.
- The requirement for land for strategic B8 (warehousing) of more than 9,000 sqm will have regard to the outcome from the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace study.
- 47 Gypsies and Travellers pitches and 26 Travelling Showpeople Plots.

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In summary, HBBC acknowledges that a housing requirement may be higher than the identified housing need if, for example, it includes provision for neighbouring areas, or reflects growth ambitions linked to economic development or infrastructure investment. HBBC remains committed to effective and on-going joint working with NWLDC and other relevant bodies, especially as this is integral to the determination of where additional infrastructure is necessary over the respective plan periods.

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agreement of the Environment Agency; development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.

HBBC **supports** the abovementioned policy and welcomes any liaison to improve the water quality of the River Mease Special Area of Conservation.

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We look forward to continuing working with North West Leicestershire District Council in the development of our respective local plans and on wider cross boundary planning issues.

Yours sincerely,

**Christopher Brown MRTPI**  
**Head of Planning**

Development Services  
Hinckley and Bosworth Borough Council

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Kegworth planing policy  
**Date:** 16 March 2024 08:47:10

---

Dear Sir / Madam,

My name is Nigel Taylor, I'm 65 years of age and have lived in Kegworth most of my life. I now live at [REDACTED] but over the recent years is being converted back into a dwelling for my self.

After visiting the Parish Council offices in Kegworth on Tuesday, I would like to make a few comments that maybe taken into consideration.

The Town / Village boundary to be reduced is a concern as I feel it should be extended, not reduced !! My reasons are that we are wanting to encourage a "cosmopolitan" feel through a larger area, not a reduced area. As you well know, there is a lot of "footfall" on the High St, because of the school, library, museum (in time), Handkerchief Nursery and Gateway apartments and at some point feel more could be done to encourage this trend. Parking has always been an issue, but with restricted parking, could make the High St a more pleasant and attractive feel.

I'm not at all in favour as seeing even more employment sites as you enter the village. We already have to contend with some huge "warehouses" up at the EM Gateway, which has spoilt the horizon line. Seeing how the "pop factory" has over the years manipulated planning to keep extending to an area and height which originally was never going to be allowed, worries me what an eyesore as you approach the village, further commercial sites would be.

The development of even more houses, on the site opposite where the now derelict computer centre was, just creates even more pressure on Kegworth's infrastructure. The Doctors surgery and the Primary school to name just two. I think it's fair to say Kegworth, has increased its housing policy well above other areas in Leicestershire. My view like many others in the village, is to say no more developments.

Kegworth over these recent years has evolved, but not for the better. We have our fair share of HMO properties for mainly the University students, which now needs to be capped. The students aren't a problem, just the number of cars that come with them, often parked for days without moving. Kegworth is becoming a "car park", making it difficult for home owners to park as well as dangerous Highway concerns, such as double parking on Station Rd. I would like to see some of this land, earmarked for development to be a carpark, where we can take vehicles off the road, and for visitors and residents alike, to stroll through the village, and to enjoy its amenities, without pedestrians squeezing passed cars parked half on the pavement and seeing "random vehicles" outside your own property, not moving for days, and leaving the home owner looking for the next best option.

As you can tell, I'm very passionate about the village of Kegworth, alongside the vast majority people who live here, and many for a long, long time. I accept we have to embrace progress, but surely a balance has to be met. As I see it, the "scales" have already gone far beyond the balance, and feel Kegworth needs not to be spoilt any more.

Yours faithfully

Nigel Taylor

Sent from my iPad




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	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Anne	
Last Name	Howell	
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.

Policy IW1

I have serious concerns over the proposed new housing settlement at Isley Woodhouse.

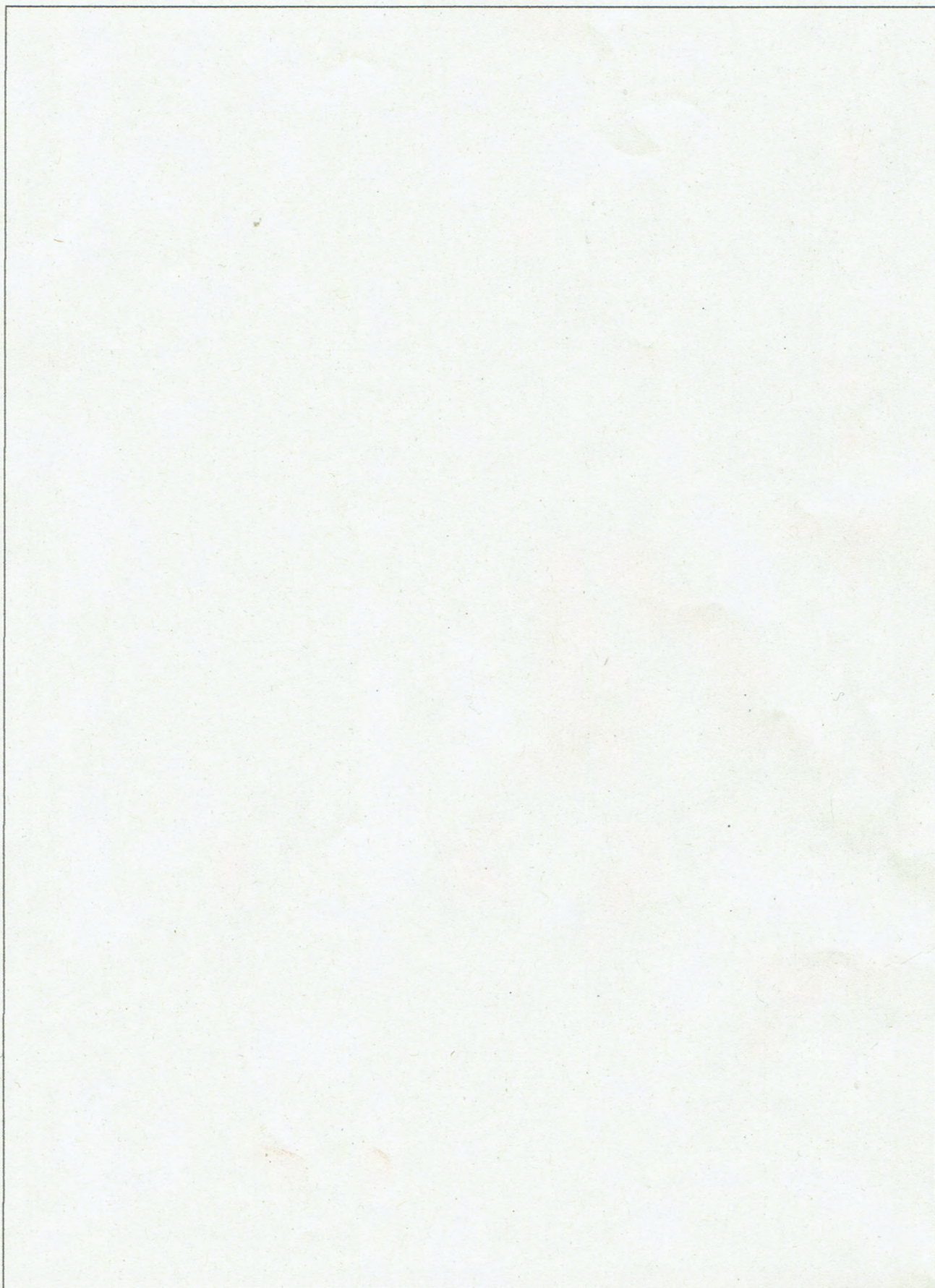
Particularly, the size of it. The road network is already unable to cope, especially when there are events on at Donington Park. The sheer number of houses will result in significant increase in traffic, leading to more noise, and pollution. There will be a considerable loss of green fields, hedgerow, trees and therefore the habitat of wildlife. Diseworth is situated in a dip and already suffers from flooding, this development can only make this worse. Diseworth is already used as a rat run and this development will result in additional traffic using the two routes through our small village. I strongly disagree with this development.

Policy EMP90

This development is totally unsuitable for the proposed area. Diseworth is a small conservation village, and it will become swamped by vast warehouses. The very nature and character of this beautiful, conservation village will be destroyed. This development will result in a large increase in vehicles of all types. The road network is totally unsuitable. This is always highlighted when there are events on at Donington Park with lengthy delays and at times being unable to get into or out of the village. The traffic will result in additional noise and pollution. There is also a primary school situated on one of the roads to the village and the safety of school children should be paramount. The development of this huge site will destroy fields, hedgerow, trees and wildlife habitat. This area is enjoyed by so many from the village and further afield for walking and dog walking and just to enjoy the fresh air and nature the area provides. The health and wellbeing of so many will be destroyed by this loss of countryside. There will be nowhere safe left to walk around Diseworth. I fail to see how any amount of screening can stop the impact of noise and light and other pollution 24 hours a day. Diseworth is in a dip and already suffers from flooding and this can only get worse when huge areas of fields are concreting over. This is a serious cause for health and wellbeing for the residents of Diseworth as flooding already



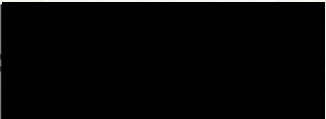
causes serious anxiety for residents of the village. Increased litter is also a serious concern. We received a leaflet toady Love Your Neighbourhood; Working together to make our environment better. It certainly doesn't feel like that the residents of Diseworth have been considered with regard to IW1 or EMP90. I strongly oppose this development the location next to our Conservation village is totally unsuitable.



## 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<sup>th</sup> March 2024

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

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EMP90

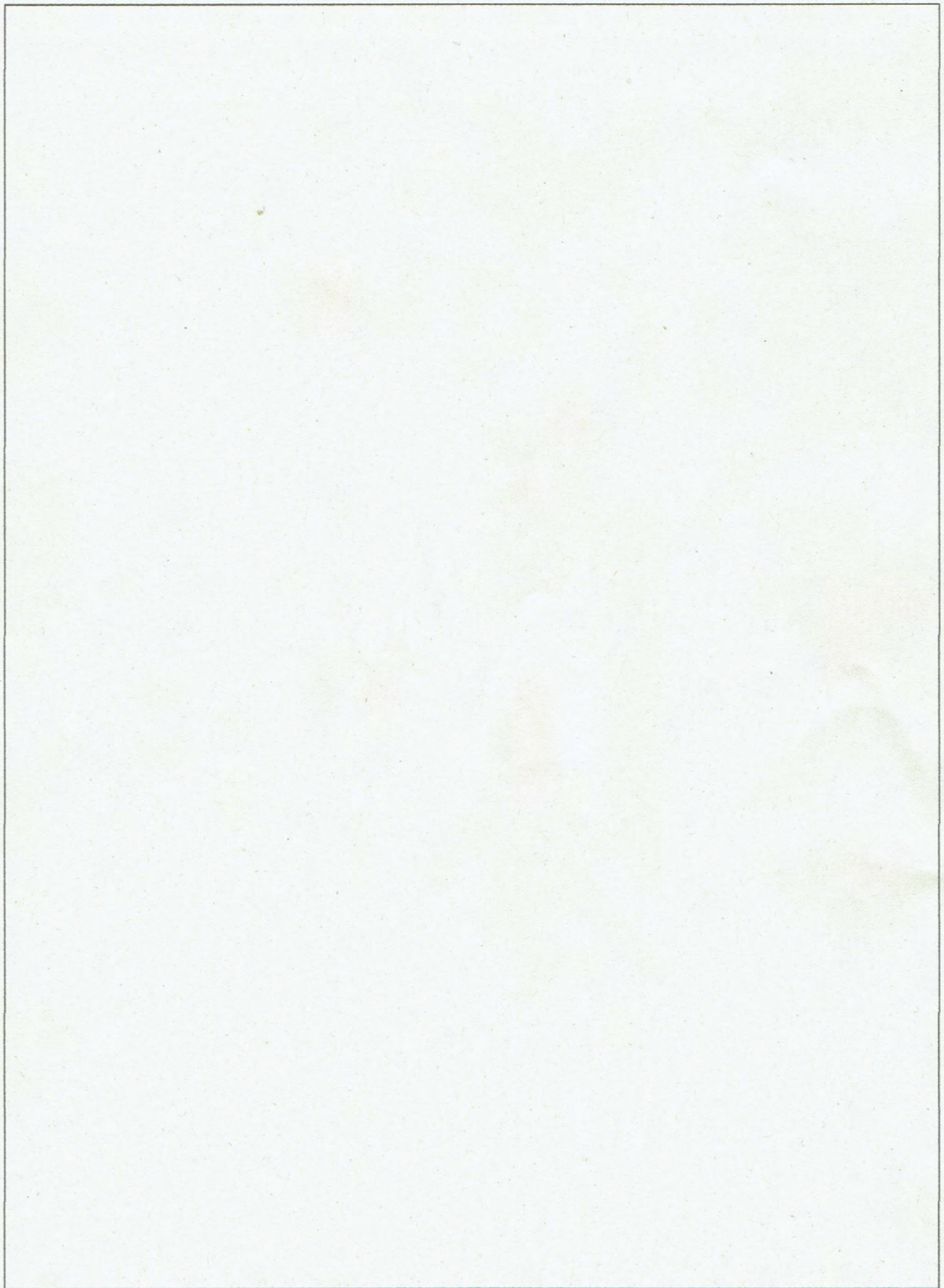
I would like to make the following comments regarding the Freeport Development EMP90

To date there has been no consultation with the residents of Diseworth. The location of this totally unsuitable development is in the wrong location. Diseworth is small conservation village, and no consideration appears to have been given to how this will impact the village. The village will be surrounded by a huge area of warehousing. This development will result in noise, light and other pollution 24/7. The beautiful, countryside and homes to wildlife will be destroyed. This can not be good for our environment. This area is used by many for walking and enjoyment. Concreting over this area will result in further surplus water entering the village and result in further flooding. Whatever, screening or other measures are put in place they will not be enough to mitigate the visual impact or obliterate the noise and light pollution. The development will result in large increases in traffic of all types. The road network around the area simply cannot cope when it is put under any extra pressure. This is evident when there are events running at Donington Park. The additional traffic that will use the two routes through the village as a rat run is very concerning, particularly given that a primary school is on one of these roads. This development will have a severe impact on the health and wellbeing of the villagers of Diseworth. I strongly oppose this development.

Policy IW1

I feel that the proposed new settlement at Isley Woodhouse is far too close to Diseworth, especially given that we are also facing the possibility of EMP90. The whole village will be swamped. The size of the development is far too large. The roads around the village and the surrounding area already cannot cope when there are diversions in place or when events are held at Donington Park. The sheer size of this development would result in far too much traffic, noise and pollution. The loss of countryside, agricultural land, hedgerow and loss wildlife habitat is wrong and will have an impact on the health and wellbeing of local people. The sheer amount

of land that will be concreting over will further increase the risk of flooding to the village of Diseworth. Diseworth already suffers with flooding and this additional risk will further impact the village and cause additional anxiety to the residents of Diseworth. I strongly oppose this development.



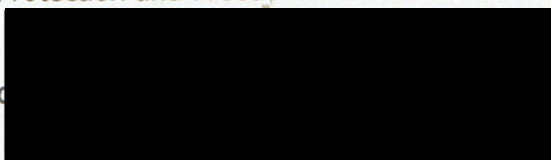
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Signed

Date:



16/3/2024

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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](http://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	Charlotte	
Last Name	Christodoulou	
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)

Proposed new housing settlement at Isley Woodhouse (Policy IW1)

I wish to object to the above proposal on the following grounds:

- 1) The housing settlement will be too close to Diseworth thereby ruining the rural feel of the village
- 2) It will be very likely traffic through the village of Diseworth will increase significantly as commuters try to avoid using the congested main road. This will also add to the amount of litter already jettisoned from cars
- 3) Air and light pollution is already at a high level due to the airport and racetrack so I feel any further large development in the areas will only make these matters worse.
- 4) Diseworth is already affected by runoff water during significant rainfall and I believe any development will reduce the amount of land able to hold water
- 5) Diseworth is a conservation village and if this huge development is allowed to proceed this conservation status may well lapse

Potential location for the Freeport development (EMP90)

I wish to object to the above proposal on the following grounds:

- 1) Diseworth is a conservation village and if this development is allowed to proceed this conservation status may well lapse as it becomes engulfed in a logistics park
- 2) I believe the current road systems connecting Diseworth will not be able to cope with the increased traffic the development will bring
- 3) The rural surroundings of the village will disappear and the inhabitants of the village will be subjected to increase in air, light and noise pollution.
- 4) Diseworth is already affected by runoff water during significant rainfall and I believe any development will reduce the amount of land able to hold water
- 5) Your plan mentions the development will be screened from existing villages, however in my opinion it is not possible to "screen out" round the clock noise, air and light pollution, which will degrade my wellbeing and mental health, as well as greatly affecting existing wildlife in the area
- 6) I find the plan contradictory as it states "the potential impacts on Diseworth ....are likely to be unacceptable based on the current extent of the designated Freeport land" but tries to justify including this land that is mentioned as "unacceptable"!
- 7) Based on the above points please do not include the EMP90 site for potential development.

## Declaration

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

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

Signed:



Date: 16<sup>th</sup> 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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**The deadline for responses is the end of Sunday (11.59pm) 17 March 2024**

# Draft North West Leicestershire Local Plan 2020 - 2040

## Proposed Policies for Consultation (January 2024)

### **Representations of Jelson Homes**

March 2024

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**Prepared By: Craig Alsbury**

**Status: Final**

**Draft Date: March 2024**

**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction and Instructions

- 1.1 Avison Young (“AY”) is town planning adviser to Jelson Homes (“Jelson”) and is instructed to review and make representations in respect of the following documents, consulted on by the Council between 5 February 2024 and 17 March 2024:
- Proposed Policies;
  - Proposed Housing and Employment Allocations
- 1.2 This set of Representations is concerned with the Council’s Proposed Policies. A separate set of Representations has been submitted in respect of the Council’s Proposed Housing and Employment Allocations.
- 1.3 Our Representations are made having regard to the provisions of the National Planning Policy Framework (2023), in particular its policies for achieving sustainable development, plan-making and delivering a sufficient supply of homes.
- 1.4 For ease of reference, we give each Local Plan Chapter or Proposed Policy its own Section and focus, where necessary, on whether changes need to be made to make the Local Plan sound.
- 1.5 If the Council wishes to discuss any aspect of these representations, it should contact Craig Alsbury in the first instance, either by email ( [REDACTED] ) or telephone ( [REDACTED] ).

## 2. Strategy

### Plan Period

2.1 The Council is currently proceeding on the basis that the Local Plan will cover the period to 31 March 2040.

2.2 Paragraph 22 of the NPPF states that:

*Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure. Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.*

2.3 Even on the Council's current programme (a programme that will not be bettered and will likely slip based on recent experience at the Charnwood EIP) the new Local Plan will not be adopted until sometime in 2026. This means that, at best, its strategic policies will only look ahead 13 full monitoring years on adoption, and probably less. This is insufficient. A Plan that looks ahead only 13 years will not be sound. The Council must extend the Plan period to at least 2043. It must then also re-calculate its development needs and requirements and identify the additional land that will need to be allocated to satisfy these.

2.4 In addition, the Council is currently promoting a development strategy that includes a new settlement. The NPPF is clear that, in these circumstances, its strategic policies should be set within a vision that looks ahead at least 30 years. This means a vision that looks ahead to at least 2056 and probably 2060. There is no current evidence of the Council having given this any consideration. This must be addressed before the Council progresses to the Regulation 19 Stage.

### Policy S1 – Future Housing and Economic Development Needs

2.5 Policy S1 refers to a housing requirement of 686 dwellings per annum for the period 2020 to 2040, giving an overall requirement 13,720. The 686 figure is understood to be made up of a locally assessed need for the District amounting to 372 dwellings per annum and an additional 314 dwellings per annum which is the element of Leicester City's unmet need that the Council has agreed to accommodate. There are five significant problems with the housing requirement as currently stated.



- 2.6 First, it is based on an assessment carried out in 2022. That assessment will need to be revisited before the Council proceeds to the Regulation 19 stage.
- 2.7 Secondly, we understand that the Council resolved in 2023 that the housing requirement should include a 10% allowance for flexibility. This does not appear to have been baked into Policy S1. An allowance for flexibility should be made and so the housing requirement needs to be increased. The allowance should be at least 10%.
- 2.8 Thirdly, the locally assessed need figure that the Council has thus far adopted (372 dwellings per annum) aligns neither with the baseline economic growth scenario nor the aspirational economic growth scenario modelled in the 2022 HENA (both of which forecast a need for less employment development than the Plan is currently saying needs to be delivered). The former would require 398 dwellings per annum and the latter 589 per annum. In other words, the Plan is proposing to deliver too few homes and, as a consequence, its strategy will lead to excessive, unsustainable and unnecessary commuting. There appears to be a suggestion in the HENA that this will be addressed by the Council accommodating some of Leicester's housing, but that cannot be right. The housing needs arising from North West Leicestershire's economic growth strategy, and those arising from population change and other factors in Leicester, are entirely separate and must be addressed independently of one another. Based on the evidence in the HENA, 686 dwellings per annum is insufficient to deliver a sustainable pattern of growth.
- 2.9 Fourthly, Hinckley and Bosworth Council has now resolved to accommodate only 102 dwellings per annum of Leicester's unmet housing need, rather than the 187 proposed for it in the Statement of Common Ground. This leaves 85 dwellings per annum unaccounted for. Leicester has had unmet needs building since at least 2020 and so this issue must be tackled now. It is incumbent on the HMA partners to agree how and where this additional housing is to be accommodated. On the basis of the current evidence, it seems highly likely that North West Leicestershire District is going to have to accommodate some of this additional need and doing so will increase its overall housing requirement.
- 2.10 Fifthly, there needs to be an adjustment to the housing requirement to reflect the extension to the Plan period. As noted above, it is going to be necessary to extend the Plan period to at least 2043 (so by at least 3 years) and the overall housing requirement figure will, therefore, increase with it. We cannot say by how much it will need to increase, because the factors listed above will need to be taken into account in any re-calculation, but assuming there is at least a rolling forward of the currently stated annual requirement, the overall housing requirement will increase by at least 2,058 to at least 15,778.

## Policy S2 – Settlement Hierarchy

- 2.11 Jelson has a number of issues with Policy S2. These are as follows:
- 2.12 First, Policy S2 goes beyond describing the settlement hierarchy in the District; it articulates the Council’s spatial strategy. Accordingly, it should be headed ‘Spatial Strategy’.
- 2.13 Secondly, the Policy or the supporting text to it needs to be clear about how the allocations the Council is proposing to make reflect the spatial strategy that it has resolved to pursue. It doesn’t do that currently and neither does this information appear anywhere else in the documents that the Council has published for consultation.
- 2.14 Thirdly, we note that the Council has resolved to distribute new development on the basis of Option 7b which requires the following splits:

Settlement Category	Percentage of Residual Requirement to be Accommodated
Principal Town	35%
New Settlement	35%
Key Service Centres	15%
Local Service Centres	10%
Sustainable Villages	5%
	100%

- 2.15 However, the proposed housing allocations provide for the following:

Settlement Category	Proposed Quantum of Housing (Allocations)	Proposed Housing as a Percentage of the Total Amount of New Growth Proposed
Principal Town	1,666	25%
New Settlement	1,900	28%
Key Service Centres	2,326	35%
Local Service Centres	450	7%
Sustainable Villages	334	5%
	6,676	100%

- 2.16 In the Table above, only the allocations to the Sustainable Villages are consistent with Option 7b; the remainder are not. Critically, several of the figures depart materially from the spatial strategy that the Council has resolved is the most appropriate for the District. The Principal Town is set to receive 28% less housing than is required; the New Settlement 20% less and the Local Service Centres are set to receive some 30% less. The Key Service Centres are proposed to receive more than double the amount of housing that Option 7b contemplates.
- 2.17 The proposed distribution is not acceptable and must be adjusted, with additional housing allocations being made in the Principal Town, and the Local Service Centres (see our comments on Policy H2 below for our views on the New Settlement).
- 2.18 As the Council will note from our Representations on its Proposed Housing and Employment Allocations, Jelson has deliverable housing sites that could be allocated in both tiers of the hierarchy.

### **Policies S4 and S5 – Countryside and Residential Development in the Countryside**

- 2.19 As currently drafted, Policies S4 and S5 impose a blanket ban on proposals for housing development<sup>1</sup> where they are promoted outside limits to settlements (eg on the edges of the towns and villages). Accordingly, they are not consistent with the NPPF, which requires a balancing of planning considerations in every case, and will not be found sound. These Policies need to allow for a balanced judgement to be made about the acceptability of such proposals, having regard to all relevant factors including, for example, the need for the Council to maintain an adequate supply of deliverable housing sites throughout the Plan period.

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<sup>1</sup> Other than the very specific types of housing development included in part 1(a) to (r) of Policy S4 and those listed in Policy S5

### 3. Creating Attractive Places

#### **Policy AP4 – Reducing Carbon Emissions**

- 3.1 Paragraph 159 of the NPPF states that *“New development should be planned for in ways that can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government’s policy for national technical standards.”* Jelson has no objection to Part (a) of Policy AP4 which simply refers to the application of *“the latest standards at the time a planning application is determined, as set by national policies.”* However, the remainder of Policy AP4 is not consistent with national policy, is not justified and is not demonstrably effective. As a consequence, the Policy is not sound and, in the light of the fact that Part (a) adds nothing over Building Regulations, it should be deleted.

## 4. Housing

### Policy H1 – Housing Strategy

4.1 As noted earlier in these Representations, the housing requirement quoted in the Council's consultation document needs to be updated / amended. The updated / amended requirement figures will need to be inserted into Policy H1 as appropriate.

### Policy H3 – Housing Provision – New Allocations

4.2 We note that this part of the Plan is yet to be drafted and that the allocations that the Council proposes to include in the Plan are being consulted on separately. However, having regard to the material that is available, we consider it necessary to raise a number of issues that will need to be tackled by the Council under Policy H3 as it progresses to the Regulation 19 stage.

### Calculating the Residual Housing Requirement

4.3 Either immediately preceding Policy H3, or somewhere else in the Plan, the Council must explain how it has calculated its residual housing requirement and, therefore, the amount of new housing that needs to be provided for by way of allocations. So far as we can tell, the most up to date version of this calculation appeared in the Officer's Report to the Council's Local Plan Committee for its meeting on 17 January 2024. That calculation reads as follows:

A	Annual requirement	686 dwellings
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining as at April 2023(B – C)	11,324
E	Flexibility allowance @ 10% of D	1,132
<b>F</b>	<b>TOTAL REQUIREMENT (D +E)</b>	<b>12,456</b>
G	Projected completions 2023-31	4,698
H	Projected completions 2031-40	1,388
I	Projected additional completions due to HS2	677
J	Total projected completions 2022-40 (G+H+I)	6,763
	<b>REMAINING PROVISION REQUIRED (F – J)</b>	<b>5,693</b>

4.4 There are two issues with the projected completions assumed in this calculation.

4.5 First, the completions assume that development will be delivered on land at Money Hill (Ashby) that does not yet have planning permission. Elsewhere in the Report, Officers indicate that, some 1,200 of the dwellings planned at Money Hill are not yet permitted. However, these same dwellings then appear in the list of proposed allocations that appears slightly later in the Report (Table 4) resulting in double

counting. The correct way to deal with Money Hill is to remove it from the projected completions and to include it only in the list of proposed allocations. Doing so increases the residual housing requirement to 6,893.

- 4.6 Secondly, the above completions assume that South East Coalville will deliver an average of 294 dwellings per annum during the 8 year period from April 2023 to March 2031 (with annual forecast delivery rates ranging from 163 dwellings up to 379 dwellings). Such delivery rates have never been achieved in Leicestershire before and have only been achieved occasionally in the Midlands region. The Council's assumed delivery rates will be the subject of detailed interrogation at the Regulation 19 stage, and during the EiP, and so they will need to be thoroughly evidenced. No such evidence is available currently. If it transpires, for example, that there is only evidence to justify an average delivery rate of, say, 190 dwellings per annum, the Council would be required to identify additional sites capable of accommodating the 900 home shortfall that would arise. We recommend that the Council reconsiders its forecast for South East Coalville, adopts a more realistic set of delivery assumptions and makes provision for additional housing elsewhere in the Principal Town to minimise the risk of the Plan being found unsound.
- 4.7 In addition to the issues as regards projected completions, there are 3 other matters that arise from the residual requirement and how it must be addressed. They are as follows:
- a) the Council's proposed allocations are forecast to deliver 6,676 new homes in the period to 2040 (this includes Money Hill at 1,200). This compares to a (corrected) residual requirement of 6,893 which means that the allocations as proposed will leave the Council 217 dwellings short of where it needs to get to. It should be allocating additional land to address this now;
  - b) the Council is assuming that the New Settlement will yield 1,900 new homes in the period to 2040. We have seen no evidence to support this assumption but do not consider it to be achievable. It will take at least 10 years from adoption of the Plan for the developers to start work on the first homes (and probably longer) and so even on the Council's current programme for the Plan-making process, the developers will only have around 4 years of build-out in the Plan period. We cannot say how many homes might be delivered in such a short period but if one were to assume, for example, that the site produces 500 homes in 4 years, the Council will need to find additional land capable of accommodating 1,400 homes to make up the shortfall;
  - c) there are deliverability issues with a number of the Council's proposed allocations which means there needs to be a re-assessment of the number of homes that can / will be constructed on the sites that are proposed to be allocated;

d) there is currently no evidence at all on the matter of plan-led 5 year land supply. The Council will, in due course, need to declare whether it intends to take advantage of the protection offered by paragraph 76 of the NPPF. If it chooses to do so, it will be required to demonstrate, at the Regulation 19 stage and through the EiP, that the Plan will provide 5 years' worth of deliverable housing sites at the point that the Examination is concluded. This means that each and every site that the Council assumes will deliver new homes in the 5 years after conclusion of the Examination will need to satisfy the definition of 'deliverable' that appears in the Glossary to the NPPF. Any site (for major development) that has only outline planning permission, or only benefits from a proposed allocation, will only be deemed deliverable where there is clear evidence that housing completions will begin on site within five years.

### **Policy H4 – Housing Mix**

4.8 Jelson remains fundamentally opposed to the inclusion in the Plan of a Policy that imposes a District-wide restriction as to the types and sizes of market homes that housebuilders will be permitted to deliver over the Plan period. The Council cannot possibly know now or forecast accurately for the entirety of a 15-20 year Plan period what the market actually wants / requires to be delivered. Market demands and needs will also differ across different local market areas within the District and there will be different requirements within and adjacent to the main towns compared to more rural locations. A 'one size fits all' approach cannot be appropriate. It cannot be right, for example, that what is wanted / required in, say Coalville, is the same as what is wanted / required in Measham or Appleby Magna. Moreover, housebuilders are not in the habit of constructing homes that the market doesn't want; they can be relied upon to know and understand the market and deliver for the customer.

4.9 Jelson has no objection to the Council providing *guidance* as to the types of homes that it believes will benefit a particular part of the District the most, or requiring an appropriate mix of homes within each development, but Policy H4 to too restrictive and if it is not already out of date, it will quickly become out of date. As a consequence, it is not justified, will not be effective and runs the risk of impacting on the Council's ability to demonstrate that the Plan is positively prepared.

### **Policy H7 – Self-build and Custom Housebuilding**

4.10 Jelson maintains its objection to Draft Policy H7.

4.11 We note that under Section 1 of the Self Build and Custom Housebuilding Act 2015, local authorities are required to keep a register of those seeking to acquire serviced plots in the area for their own self-build and custom house building and are subject to duties under Sections 2 and 2A of the Act to give enough suitable development permissions to meet the identified demand. We also note what the NPPF

and NPPF say about self-build and custom-build housing. Neither goes so far as to say that local planning authorities should include policies like Draft Policy H7 in their Plans. The highest that it is put is in the NPPG which states as follows:

*Relevant authorities should consider how local planning policies may address identified requirements for self and custom housebuilding to ensure enough serviced plots with suitable permission come forward (for example, as a number of units required as part of certain allocated sites, or on certain types of site).*

4.12 Jelson's concerns about the approach that is being taken by the Council can be summarised as follows:

- a) the Council has inadequate data in respect of demand. All it has currently is a register that any individual or group of individuals can be added to if they express an interest. There is no local eligibility criteria, no way of testing whether the individual(s) have expressed interests in other Districts, no way of testing the financial standing or the individual(s) and so no way, ultimately, of testing seriousness of their interest / robustness of the demand that is being assumed. It is also not clear whether those on the register are contacted regularly to check that they remain committed to self-build and neither is it clear whether their interest is tested for site type and location. This includes, for, example, whether they would ever even consider purchasing a plot on a large housing estate in the first place. This is important as many who seek custom built homes do so specifically to benefit from having a unique product or location and accordingly have already rejected what the new build market has to offer. Building a house on a large housing estate clearly does not meet this aspiration. ;
- b) notwithstanding our fundamental concerns about the robustness of the data that flows from the Register, the demand that the emerging Plan needs to address has been over-stated. The correct figure, on the Council's data, would be 299 (415 less the plots that will need to be provided by other means before the Plan is adopted and less the plots that are expected to be delivered by windfalls). This adjusted number equates to 4.5% of the dwellings that are provided for in the Plan. It will be a lower percentage of the housing requirement when the housing requirement is corrected and increased in line with the submissions made earlier in these representations; and
- c) there are major practical issues with trying to incorporate self-build and custom-build plots into large housing sites delivered by volume housebuilders. The housebuilding industry is heavily regulated in terms of health & safety and takes these responsibilities extremely seriously. Moreover, its sites are often developed in phases with groups of houses being built at the same time along with the delivery of the infrastructure needed to serve it (access roads, sewers etc.). This makes for a complex operation that does not lend itself to the introduction of multiple plot developments



being progressed separately by a number of smaller construction companies or even private individuals.

- 4.13 The Council needs to revisit its demand data, be sure that this is robust and is providing a clear picture of the types of plots that self-builders wish to purchase, and consider alternative ways of delivering self-build and custom build homes, for example by:
- a) marrying the data on its register with details of small site planning permissions;
  - b) conducting its own search for land that might be suitable for self-build and custom build homes and putting these to the individuals on the Registers;
  - c) discussing with developers, at the pre-application stage, their interest in accommodating an element of self-build / custom-build housing within their schemes and when such interest is expressed, marrying this with known interests sitting on the Register.
- 4.14 Draft Policy H7 should be modified so as to (i) note the Council's obligations as regards self-build and custom-build homes; (ii) note its support for such proposals and the circumstances in which planning permission will be granted for standalone self-build and custom-build projects (possibly by exploring exception sites or policies); and (ii) note that the whilst the Council will support an element of self-build or custom-build housing within all major housing developments, it will not require that self-build or custom-build housing is so provided.

### **Policy H10 – Space Standards**

- 4.15 We note that the Council is persisting with the idea of introducing a blanket policy requirement for all new homes to meet or exceed the Nationally Described Space Standards. Jelson maintains its objections to such a Policy for two main reasons.
- 4.16 First, the Policy has still not been viability tested and so the Council has no idea whether the approach that is proposed to be taken is justified or is going to be effective. There is reference in the Topic Paper to viability testing being undertaken at the Regulation 19 stage but this should have been undertaken for the present consultation. The failure to test for viability is a significant matter and means that those commenting on the proposals have an incomplete picture of the effect that the Policy will have.
- 4.17 Secondly, house size is a key determinant of cost and affordability, and it is not necessarily the case that a bigger home will better meet the needs of every consumer. Keeping prices low will remain a priority for many purchasers, particularly in times when the cost of living is high. As a consequence, the Council should give consideration to requiring that the National Standards are satisfied in respect of a

certain percentage of new homes, rather than all, so that there remains choice in the market and consumers can continue to prioritise what is important to them when making house purchasing decisions.

- 4.18 If, notwithstanding the above, the Council continues to propose a Policy like H10, it must include within it appropriate transitional provisions. We note that the Topic Paper suggests that because the Council has proposed to introduce a Policy on Nationally Described Space Standards, we are effective in the transition period now and housebuilders should be reflecting the draft requirements in their land purchasing decisions. But that cannot be right. Housebuilders and developers cannot be expected to bid for land on the basis of draft policies that have not yet been subject to any form of independent testing or examination. That simply places an unacceptable level of uncertainty into the local housing market which is precisely what plan making is intended to prevent.
- 4.19 The transition period, if Policy H10 is to be retained, must run from the date of adoption of the Plan and must extend for a period that is sufficient to enable housebuilders and developers to progress work on sites that were acquired before the Policy was adopted and to adjust their house types for future land purchase negotiations. Accordingly, the transition period must extend to at least 24 months from adoption of the Plan.

## 5. Infrastructure and Facilities

### Policy IF1 – Development and Infrastructure

- 5.1 As currently drafted, Policy IF1 is not consistent with the provisions of paragraph 57 of the NPPF and is not sound. The wording of Policy IF1 needs to be adjusted so that it is made clear in paragraph (1) that the delivery of infrastructure, or contributions towards the delivery of infrastructure, will be sought where it is necessary to do so to make the development acceptable in planning terms and where the infrastructure / contributions sought are directly related to and fairly and reasonably related in scale and kind to the proposed development.

### Policy IF3 – Green Infrastructure

- 5.2 As currently drafted, Policy IF3 is not justified and will not be effective. The first sentence of the Policy needs to be amended so that it reads as follows: *“The Council will expect all major development, where necessary and appropriate, to contribute towards the delivery of new green infrastructure which connects to and enhances the existing network of multi-functional spaces and natural features throughout the district”*.

### Policy IF5 – Transport Infrastructure and New Development

- 5.3 Paragraph 109 of the NPPF provides that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Paragraph 115 goes on to state that that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 5.4 Paragraph (5) of Policy IF5 is not consistent with the NPPF and will not be sound unless it is amended. This part of the Policy should read as follows:

*Development that has a demonstrable adverse impact on highway safety or the operation of the highway network will be required to mitigate its effects to ensure that its residual impacts on highway safety are not unacceptable and its impacts on the road network will not be severe. Such mitigation should focus on measure required to minimise vehicle trips, increasing movement by active and shared travel, and only after such measures have been explored, the delivery of off-site highway infrastructure.*

## 6. Environment

### Policy En5 – Areas of Separation

- 6.1 Jelson notes that the Council is intending to retain the Area of Separation (AoS) without alteration, save where it is proposing to allocate land for housing at Broom Leys Farm (Site C46). The approach that the Council is proposing to take as regards the AoS is fundamentally flawed.
- 6.2 The Council is required, under the provisions of NPPF paragraph 35, to promote a spatial strategy that is appropriate, taking into account reasonable alternatives and based on proportionate evidence. Reasonable alternatives (to the strategy articulated in the current consultation documents) include strategies that (i) delete the AoS from the Plan and release the whole of the land for development; and (ii) release more than just Site 46 for development. The evidence in respect of housing need and supply, discussed earlier in these Representations, clearly indicates that more housing sites need to be identified in the Principal Town and, as we note below, the evidence in favour of the release of more of the AoS for housing development is compelling.

### Context

- 6.3 The AoS comprises two, large and largely undeveloped areas of land lying to the north and north east of the A511 (Stephenson Way), between its junctions with Thornborough Road and Broom Leys Road. These land parcels were, for many years, designated as Green Wedges but never actually fulfilled the stated purposes of Green Wedges and so the role of the land was re-assessed and, in the 2017 Local Plan, the designation was re-branded an AoS.
- 6.4 The purpose of the AoS is clearly stated in the 2017 Local Plan (and the partially updated version of it). It is to prevent Coalville and Whitwick from merging and to prevent the loss of their separate identities. This stated purpose is problematic because Coalville and Whitwick have already merged, they form part of the same urban area for planning policy purposes and there is no clear difference between the character of the settlements where they abut the AoS. Indeed, and as we will come back to later, it is impossible to determine where one settlement ends and the other begins. But setting that on one side for a moment, what is clear is that the AoS was intended to be a strategic policy tool. It was not a designation made in order to protect the landscape or some other environmental interest.
- 6.5 The merits of the AoS were considered by the Inspector appointed to examine the 2017 Local Plan. In his Report, he concluded as follows:

*It is concluded above that the spatial distribution of new development by the Plan across the Settlement Hierarchy is broadly justified. On balance, I consider there to be overriding merit in the judgement of the Council that the AoSs, as designated, are justified for the life of this Plan, especially taking into account the established commitment to the extensive South East Coalville Urban Extension. Given the AoS designation is justified for the purpose of this Plan, there is no inconsistency between Policy En5 and the aspects of national policy, summarised above, recognising local differences.*

*Importantly though, on the evidence provided to this Examination, there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, in the event that it becomes necessary, at any time in the future, for the Plan to be reviewed in the light of increased development needs.*

(paragraphs 82 and 83) (our emphasis)

- 6.6 In other words, the AoS was found to be an appropriate policy response in 2017, when considered in the light of the spatial strategy that was being promoted by the Council and the development requirements that existed at that point, but only at that point. The soundness of the designation must be re-assessed for the purposes of the new Local Plan and in particular a strategy that seeks to focus development in the Principal Town.

### **Relevant Evidence**

- 6.7 The only evidence that the Council has published in support of the proposed retention of the AoS is an AoS Study which was first produced in 2019 and was the subject of a minor amendment in 2022. This does not comprise appropriate evidence of the need for the AoS or the implications that retaining it will have for the spatial strategy and the achievement of sustainable patterns of growth (e.g. by forcing development to less sustainable locations remote from the Principal Town). Moreover, it does not even contain robust evidence as to the value of the AoS or the harm (if any) that would be caused if certain land parcels within it were to be released for development. This includes the absence of a proper assessment of whether it might be possible to release the entirety of the AoS for development and still achieve the central objective of Policy En5. The Study is not fit for purpose.
- 6.8 As far as specific criticisms of the Study are concerned, we note the following:
- a) the AoS is not a landscape designation and the land within it is not being protected for its landscape value; yet the Study was undertaken by a landscape architect and it contains extensive information about landscape character and sensitivity (see Section 3 in particular) which is irrelevant to the question of whether the land needs to be kept open to maintain separation and preserve settlement identity;

- b) in spite of the Study having been updated in 2022, it fails to assess the harm (if any) that would be caused to the purposes of the AoS by developing the land that Jelson is promoting for allocation immediately adjacent to Torrington Avenue<sup>2</sup>. The Jelson land forms part of Land Unit 6 in the Study but is considerably smaller than it and taken on its own is very materially different in terms of scale and impact. We provide a full assessment of the Jelson land and the impact that developing it would have on the AoS in our Representations on the Council's Proposed Housing and Employment Allocations. Suffice it to say here that the land could be released for development without causing any actual or perceived merging of Coalville and Whitwick and without causing harm to the identity of either settlement;
- c) at paragraph 1.4, the Study states that its aim is to provide a technical assessment of the AoS both in its component parts and overall. It then goes on at paragraph 2.7 to say that assessment criteria have been selected to evaluate how land units contribute to the AoS by maintaining openness, protecting the identity and distinctiveness of the settlements and preventing coalescence. We have two issues with paragraphs 1.4 and 2.7.

First, in the light of the context in which the Study was undertaken (the plan-making context; a process by which the Council should be providing for the delivery of the development that the District needs to accommodate in the most sustainable / least harmful way possible) its purpose should have been to test the extent to which the AoS could accommodate elements the Council's housing or other development needs without causing Coalville and Whitwick to merge further and without impacting adversely on their respective characters / identities. This is not what the Study did. Instead, it sought to rank the land units according to the contribution that they make, either individually or together with other units, to the purpose of the AoS. All units were deemed, ultimately, to have characteristics that justified their inclusion in the AoS.

Secondly, paragraph 2.7 refers to 'preventing coalescence' when the stated purpose of Policy En5 is to maintain physical separation. In our experience the two terms are often used interchangeably, but in this case, the Study went on, at paragraph 2.9, to define coalescence as "*the process of coming or growing together to form one thing or system*" and then says this:

*On this basis, the concept of coalescence is engaged not only when two settlements physically join, but also as they are perceived as coming closer together as a result of incremental development. Therefore, in the context of the coalescence of settlements, a reduction in the gap between settlements*

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<sup>2</sup> Details of the land that is being promoted by Jelson were submitted to the Council before the Study was updated.

*could also be described as part of the process of coalescence and potentially harmful to the identity of the settlements involved and the AoS.*

*This study focuses on the importance of land units in terms of the role or functionality they play in providing a physical, visual and perceptual separation of settlements. There are two main named settlements which relate to the AoS; Coalville and Whitwick. Their respective settlement patterns mean that the existing built areas are spread out around and between the study area including a number of linear ribbon developments following local roads and related suburban areas. Therefore, due to this characteristic the consideration of separation and coalescence has been considered not just between the two principal settlements of Coalville and Whitwick but also between the different parts of the same settlement e.g. between development along Hermitage Road and Thornborough Road both of which are in Whitwick parish. However, in the assessment of units the role in separation between different parts of the same settlement carries relatively less weight than the separation between the two main settlements.*

By defining coalescence as it has, and focussing therefore not only on maintaining an appropriate degree of physical separation but on preventing any further reduction in the gap between the settlements, goes materially beyond the stated purpose of Policy En5, is wholly inappropriate and is without justification. It also sets the assessment up to reach only one conclusion and that is that any development in the AoS would be harmful. That, absolutely, is not the case. In addition, the fact that the Study looks not only at the separation of settlements but the separation of different parts of the same settlement is also without justification and also goes materially beyond the purpose of Policy En5. There is absolutely no policy basis whatsoever for seeking to prevent different parts of the same settlement from merging further. It is not clear which Land Units, in the opinion of the Study, are only serving to keep different parts of the same settlement apart, but where this is the case, the AoS is plainly not performing the role that was intended of it and there should be no issue at all with the release of the relevant land units for development;

- d) at no point in the Study do the authors define, in words and on a plan, the extents of the settlements that it is necessary to keep apart. For example, the Study does not indicate where Coalville ends and Whitwick begins. As a consequence, the Study is fundamentally flawed. Unless one knows where the two settlements lie, one cannot possibly carry out a robust assessment of the land that needs to be kept free of development to prevent the settlements from merging;
- e) the Study fails to identify the characters and identities of Coalville and Whitwick that the AoS is preserving and which must continue to be preserved. As a consequence, the Study gets nowhere near to explaining what actual harm would be caused to the identities of these settlements if all or

parts of the land within the AoS were to be developed. The reality is that other than at their cores, the settlements are indistinguishable and people passing through would have no way of telling, based on character and appearance, when they left one settlement and entered the other. The same applies to people walking through the AoS – they would find it impossible to say what it is that they see in the character of the settlements that distinguish them. Indeed, they would also be very hard pushed to say what particular parts of the AoS are actually separating;

- f) at paragraph 2.10, the Study provides a summary of the criteria that have been applied to test the contribution that land units make to the purpose of the AoS. We agree that topography, vegetation, public views and, to an extent, landscape linkage may all have a role to play in defining the extent to which a particular land unit is actually performing a separating role or is perceived to be performing such a role. However, private views, contribution to settlement character, scenic value and recreational value are not relevant to the questions of whether a land unit needs to be kept free of development to maintain the physical separation of settlements or to avoid a loss of settlement character or identity. The Study misdirected itself by including these additional criteria and adverse effects that flow from their inclusion has been compounded by the fact that all criteria were weighted evenly;
- g) as noted above, the contextual information that is included in the Study in respect of landscape character and sensitivity is irrelevant. The reference to soils (see Section 4) is also irrelevant;
- h) at paragraph 4.19, the Study purports to describe the distances between Coalville and Whitwick (at least that is what the sub-heading preceding the paragraph says). But all that paragraph 4.19 does is describe the dimensions of the AoS;
- i) at paragraph 4.20, the Study describes what are referred to as a series of Key Views into and from the Study Area. However, in the majority of cases, the Study does not describe what a person standing at the view point can see in each direction, which settlement they would be looking at in each direction, what they would perceive in the way of 'separation' between Coalville and Whitwick and what they would consider the distinctive characteristics of each settlement would be when viewed from that particular location. It is not clear how 'A' can be a key view when it is confined only to Land Unit 1; and
- j) the study fails at any point, including in its assessment of Torrington Avenue, to consider what opportunities exist to improve the role and function of the AoS through development and in particular the way in which it is experienced and appreciated by the community. The current settlement edge adjoining Torrington Avenue consists entirely of private rear gardens backing onto the AoS. The presence of the AoS in this location is known only to and experienced by private



residents. There is no public access and no public vantage point from which the purported function of the AoS can be appreciated. The development of the site as proposed by Jelson would materially improve this situation, introducing a public edge to the AoS in this locale.

6.9 As we said at paragraph 6.7 above, the Study is not fit for purpose and thus is not reliable evidence for the purposes of determining whether the AoS should be retained in its current form, in a modified form, or at all.

### **Alternative Strategies**

6.10 We appreciate that the AoS is something that local people are keen to see retained. However, it is fact that:

- a) even as things stand (i.e. on an incorrect (lower) housing requirement) the Plan needs to identify considerably more land for development in the Principal Town so as to deliver the homes that the Council has resolved to provide and to do so in the way that it has determined is best for the District;
- b) the housing requirement will need to be increased and, with it, the number of homes that the Principal Town needs to accommodate will increase;
- c) when the Council properly interrogates the deliverability of its committed sites and its proposed allocations, and the delivery rates assumed for each, it will find that it needs to allocate additional sites and some of these will need to be in the Principal Town;
- d) the Principal Town is the most sustainable settlement in the District – its has the best range of services, facilities and employers, it has the best public transport network and links, many of its services and facilities are accessible to residents on foot and by bicycle and where people need to travel by car, their journeys are considerably shorter than those made by residents of smaller settlements elsewhere; and
- e) in the light of the provisions of paragraph 35 of the NPPF, it is incumbent on the Council to carry out a proper assessment of the merits of retaining the AoS, either in full or in part, in the context of its pressing need to accommodate considerable levels of growth and to do so in the most sustainable way possible.

6.11 Jelson does not subscribe to the view that the AoS is a necessary component of the Local Plan. Coalville and Whitwick have already merged, they are indistinguishable from each other (particularly, and importantly, in the immediately vicinity of the AoS), and they function as a single urban area. It is not necessary to keep the land open and doing so is forcing much needed development to less sustainable

sites elsewhere. However, even if the view is taken that the AoS is performing a valuable role and it should be retained, there can be no doubt that it can accommodate development (in addition to that contemplated at Site C46) without such development causing Coalville and Whitwick to merge further and without causing the loss of settlement character / identity. Jelson's land at Torrington Avenue, is a good example of a site that could be allocated for development without compromising the function / purpose of the AoS and so deliver positive outcomes for the Plan without threatening what local people value.

**Draft North West Leicestershire Local Plan 2020 -  
2040**

**Proposed Housing and Employment Allocations  
(January 2024)**

**Representations of Jelson Homes**

March 2024

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Appendix 1 – Torrington Avenue Vision Document

Appendix 2 – Torrington Avenue Illustrative Masterplan

**Prepared By: Tim Evans**

**Status: Final**

**Draft Date: March 2024**

**For and on behalf of Avison Young (UK) Limited**

# 1. Introduction and Instructions

- 1.1 Avison Young ("AY") is town planning adviser to Jelson Homes ("Jelson") and is instructed to review and make representations in respect of the following documents, consulted on by the Council between 5 February 2024 and 17 March 2024:
- Proposed Policies; and,
  - Proposed Housing and Employment Allocations.
- 1.2 This set of Representations is concerned with the Council's Proposed Housing and Employment Allocations. A separate set of Representations has been submitted in respect of the Council's Proposed Policies.
- 1.3 Our Representations are made having regard to the provisions of the National Planning Policy Framework (2023), in particular its policies for achieving sustainable development, plan-making and delivering a sufficient supply of homes and employment land.
- 1.4 If the Council wishes to discuss any aspect of these representations, it should contact Tim Evans in the first instance, either by email [REDACTED] or telephone [REDACTED]

## 2. Proposed Housing and Employment Allocations

### Site Selection Process

2.1 The approach that the Council has taken to selecting sites for allocation is explained in its Site Assessment Methodology. The Council has indicated that the methodology that underpins its Local Plan site selection process comprised four stages of analysis.

- a) Began by identifying sites that are available for development, having regard to the results of its 2021 SHELAA;
- b) The Council then undertook an initial sifting process whereby it ruled out certain sites that it thought would not be suitable for allocation. These included sites that had an extant planning permission at 31 March 2021, small sites capable of accommodating less than 10 dwellings; sites that are remote from existing settlements (based on the Council's judgement of remoteness); sites in the functional flood plain (FZ 3b); and, sites in protected areas (i.e. where a site would result in the loss of a SSSI, National Nature Reserved, Local Nature Reserved, Historic Park or Garden; Ancient Woodland, Scheduled Monument or Local Greenspace);
- c) All available sites, less those with planning permission, and those ruled out as a consequence of (b), were then subject of an assessment under a SA Framework. A proforma was completed for each site, which scored it against a range of quantitative and qualitative topics scored using a RAG rating;
- d) Sites were then rated based on their ranking criteria;
- e) The Council then undertook a detailed assessment of the sites, by settlement, using information it obtained from the SA and SHELLA, as well as any other information that came to light as the Council assessed each site.
- f) It then made a judgment on which sites to allocate.

2.2 Overall, the process has resulted in 22 sites being proposed for allocation.

2.3 There are a number of major issues with the approach that the Council has taken to selecting sites. These include:

- a) The Council hasn't assessed all of the sites available to it. For example, paragraph 38 of the Site Selection Methodology Paper, makes clear that any site submitted to the Council after 31 March 2021, which includes two of Jelson's sites, have not been assessed as part of this process, but will

be at a later date. This makes it incredibly difficult for respondents to comment with any great degree of certainty about whether the sites that the Council is proposing to allocate in the HELA are demonstrably better or indeed inferior to those sites that the Council has yet to properly assesses and could potentially be suitable for allocation in the Regulation 19 version of the Plan. In our view this renders the entire site selection process unsound.

- b) It has assessed sites incorrectly in terms of their geographical extent. For example Jelson submitted details of its site at Torrington Avenue via the SHELAA process, but this has been assessed only as part of the wider Stephenson Green development and not as a development opportunity in its own right. This can't be right and has resulted in a series of wholly inappropriate and inaccurate conclusions about the impacts of development.
- c) The approach that the Council has taken seems to assume that a site that gives rise to a significant effect in one of the SA criteria, but would generate positive outcomes against all others, is less suitable for development than a site that gives rise to no significant adverse effects but might cause moderate or minor harm across the other areas of measurement. This also cannot be right.
- d) So far as we can tell there has been no cross comparison of sites between different levels of the settlement hierarchy. For example there has been no view taken as to whether allocating additional sites in the Principal Town would be more sustainable in the round than allocating sites in the lower order settlements and / or sustainable villages, even where they might score lower on some criteria. Or, indeed whether it would be more appropriate to allocate more sites in the Principal Town / Key Service Centres than it would to allocate a new settlement. It feels wrong to us that the council is allocating sites on the edge of villages / settlements that the Council acknowledges have relatively few facilities and no or very poor access to higher order centres, when it has failed to exhaustively explore allocating additional sites in these more sustainable higher order locations. Some sites in and around the Principal Town have not been assessed at all, others on entirely the wrong basis and some have been discounted around very locally specific matters of sustainability and connectivity in favour of more rural sites that globally must in principle be less sustainable.
- e) In our view the approach that the Council has taken fails to include a balanced or thorough assessment of available sites as required by the NPPF. The balanced approach described in the NPPF makes it clear that a site may give rise to negative effects in one sense is not automatically ruled out as being unsuitable. All of a site's advantages and disadvantages must be considered in the round and a balanced judgment then made as to whether it would deliver sustainable

development. In our view, the approach that the Council has taken has (i) resulted in sites not being considered at all; (ii) sites being allocated that are unsustainable (or seemingly less sustainable than others); and, (iii) has resulted in sustainable sites being discounted.

- 2.4 Moreover, and more importantly, the Council's site selection process has resulted in it proposing for allocation, sites in the Principal Town, New Settlement, Key Service Centres and Local Service Centres that do not deliver the quantum of development needed to align with the spatial strategy that it has resolved is the most appropriate for the District. Based on the proposed allocations in the HELA, the Principal Town is set to receive 28% less housing than is required, the New Settlement 20% less and the Local Service Centres some 30% less, while the housing allocations proposed in the Key Service Centres would more than double the amount of housing that they Spatial Strategy contemplates.
- 2.5 The proposed distribution of housing allocations is not acceptable and must be adjusted, with additional housing made in the Principal Town and Local Service Centres (see our comments on Policy H2 in our representations to the Proposed Policies consultation).

### **Draft Policy Requirements**

- 2.6 At paragraph 2.7 of the Proposed Housing and Employment Allocations (HEA) documents, it says that after this consultation has ended, the Council will prepare plans for each of the sites that it intends to allocate for development in the Plan. As we understand it, these plans are intended to show the various constraints, opportunities and parameters that an applicant would need to be cognisant of when they bring forward applications for planning permission for development on those sites in the future.
- 2.7 While at paragraph 2.9 it sets out the uses for which each site will be allocated. This includes an approximate capacity (i.e. the number of dwellings that each site is able to accommodate); provision of public open space; surface water drainage; and, for larger sites, the other facilities (such as schools, local centre and employment uses) that may need to be provided on site.
- 2.8 We note however, that the Council has failed to consider the implications that have been brought about as a consequence of the mandatory requirement that came into force on 12 February 2024, for all Town and Country Act major development proposals to deliver a minimum 10% biodiversity net gain (BNG). It is critical therefore that this the Council factors this into its assessment of the housing and employment sites that it is intending to allocate in its Plan as it progresses to Regulation 19 stage, given it is bound to impact (potentially significantly in certain instances) on the capacity of sites and their suitability, developability, deliverability and viability.



## Housing Completions and Commitments

2.9 Having regard to the information the material that is currently available, we consider it necessary to raise a number of issues and concerns with the Council's housing completions and commitments that it will need to tackle as it progresses to the next round of consultation on its emerging Local Plan.

2.10 First, the Council must explain how it has calculated its residual housing requirement and, therefore the number of new homes that need to be provided for by way of the allocations contained in the Plan. The Council's latest assessment of its housing need and supply position is set out in Table 2 on Page 8 of the HEA. This indicates that the Council's total projected completions 2022-2040 would be 6,763 dwellings. However there are two issues with the projected completions assumed in this calculation:

- i) The completions assume that development will be delivered on land at Money Hill in Ashby – this is a site that does not yet have planning permissions. However, as discussed in greater details in our representations to the Proposed Policies consultation document, these dwellings also seem to appear the proposed allocation resulting in double counting. Money Hill should therefore be removed from the projected completions and instead it should be included only in the list of proposed allocation. Dealing with Money Hill in this way means that the residual housing requirement increase to 6,893. As a consequence, this will leave the Council some 217 dwellings short of where it needs to get to. In our view, it should be allocating additional sites / land to address this now.
- ii) The above completions assume that South East Coalville will deliver an average of 294 dwellings per annum during the 8 year period from April 2023 to March 2031. For the reasons set out in our response to the Council's Proposed Policies consultation document, we have very serious reservations about whether this is achievable. We would therefore recommend that the Council reconsiders its forecast for South East Coalville, adopts a more realistic delivery assumption for this site and perhaps most importantly, makes provision for additional housing elsewhere in the Principal Town to remove the prospect of the Plan being found unsound.

## Housing Allocations

2.11 In order for the Local Plan to be sound it must provide a clear strategy for bringing sufficient land forward, and at a sufficient rate, to address objectively assessed needs over the plan period. Because the Council must also identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement, the Plan is also

required to identify specific, deliverable sites for years one to five of the plan period and the sufficient developable sites, or broad areas of growth, for the remainder of the plan period.

- 2.12 The Glossary to the NPPF defines 'deliverable' sites as being available now, offering a suitable location for development now and be available within a realistic prospect that housing will be delivered on the site within 5 years. In order for a site to be considered 'developable' it should be in a suitable location for housing development with a reasonable prospect that it will be available and could be viably developed at the point envisaged.
- 2.13 Paragraph 74 of the Framework highlights that strategic policies should include a trajectory illustrating the expected rate of housing delivery over period and all plans should consider whether it is appropriate to set out the anticipated rate of development for specific sites. The Council acknowledges at paragraph 3.6 of the HEA that it prepares annually, a housing trajectory that estimates how many dwellings will be built over the course of the Plan period, with the aim of demonstrating that it is able to meet its housing needs over the next five years. It has also included at Appendix A of the HEA a breakdown of the completed and committed dwellings for its major sites. However, it has not produced a trajectory to accompany the HEA which actually shows the anticipated timescales in which each draft housing allocation is expected to come forward together with the estimated annual completions for each site.
- 2.14 Moreover, the HELA doesn't contain any other detailed information to support the assumptions that the Council has made in respect of the deliverability and / or developability of each of the sites that it is intending to allocate, the timescales in which they are likely to come forward and the rates at which they will be built out at. Instead, it seems as though the Council has based its assumptions on these matters on the site specific information contained in its Strategic Housing Land and Employment Land Availability Assessment (SHELAA) which was published in December 2021; a suite of Site Assessment Proformas; its Sustainability Appraisal (SA), all of which have fed into the Council's detailed site assessments.
- 2.15 Jelson has undertaken a robust assessment of the evidence underpinning all of the Authority's draft housing allocations to determine whether they are deliverable and developable, in accordance with the provisions of the NPPF.
- 2.16 This exercise has identified that there are issues with (i) whether some of the sites that it is proposing to allocate are deliverable and demonstrably developable; (ii) the capacity of certain sites; and, (iii) the location and blend of sites that it is proposing to allocate. We provide a more detailed analysis of the proposed housing allocations below.

**C46 Land at Broom Leys Farm, Broom Leys Road, Coalville** – this site is proposed to be allocated for 266 dwellings. It is not currently controlled by a developer or promoter. Persimmon Homes made an application to the District Council in 2014 which sought outline planning permission (with all matters reserved saved for part of the site access arrangements) for the erection of 250 houses on the site. Bearing in mind that the site lies within an Area of Separation and the Council has highlighted in the HENA that the northern, western and north-eastern parts of the site will need to be given over in order to maintain an sense of ‘openness’ and that there is no evidence currently available about the implications of BNG for this site, we believe that there is little prospect of the site being capable of accommodating the 266 units it is allocated for in the HEA. Moreover, it is evident that further work needs to be undertaken to determine whether a safe and suitable form of access can be achieved to and from the site.

**C50: Jack’s Ices, North of Standard Hill** – this site is proposed to be allocated for 108 dwellings. In November 2019, Countryside Properties made an application for planning permission for the residential redevelopment of the site for 109 dwellings. The Council’s online planning records don’t contain a great deal of information about the proposals but they do confirm that the application was withdrawn in November 2021. More recently, in February 2023 Pegasus Group made an application to the District Council, on behalf of the Fearon Family and EMH Group, which sought full (detailed) planning permission for the demolition of all existing buildings within the site and the erection of 100 dwellings. This application has been with the Council for over 12 months now and it is not clear from the Council’s online planning records what is preventing the Authority from determining the application. Notwithstanding this, it is clear that this site isn’t capable of delivering the 108 homes it is allocated for. If the Council is minded to include this site as a housing allocation at the Regulation 19 stage of the plan making process, then the supporting text should be adjusted to take account of the fact that there is a current application with the Authority that seeks approval for the development of the site for 100 dwellings.

**C61: Church View, Grange Road, Hugglescote** – the Council’s site assessment proforma for this site indicates that part of the site is located with Flood Zone 2/3 while it also highlights that there might be significant features of ecological value within the site and that there could potentially be issues associated with achieving a safe and suitable form of access to the site from Grange Road or via the recently completed residential development to the south west of the site. Given these very obvious technical constraints we are of the view that this site is unlikely to be suitable for residential development. Indeed, the Council’s SHELLA identifies the site as only being ‘potentially suitable’ for development.

**C74: Land at Lily Bank** – this site is allocated for around 64 homes in the HEA. It is not controlled by a developer. The Council's SHELLA concludes that the site is potentially suitable, available and achievable for development. This is because, as with the above site, parts of it lie within Flood Zone 2/3. The HENA also confirms that the site isn't capable of being accessed from the A512 (Ashby Road) and that a developer would therefore need to consider and explore whether the site could be satisfactorily accessed from either Lily Bank or via existing built development on Griffin Road to the east of the site. In our view, this site is unlikely to be suitable for residential development. In the event we are wrong about this, we would still question whether the site is capable of accommodating the number of homes that it is proposed to be allocated for.

**C83: 186, 188 and 190 London Road, Coalville** – the Council is proposing to allocate this site for up to 50 dwellings in the emerging Local Plan. The SHELLA indicates that there is no developer interest in the site. While the Council's detailed assessment of the site suggests that it can't be satisfactorily accessed (other than via future development to the south of the site) and that it may contain ecological constraints also. Taking all of this into account we are of the view that it is unlikely to be suitable for development.

**Broad Location (C47, C77, C78/ C81 / C86): Land West of Whitwick** – this site comprises 5 parcels of land which are all within separate ownerships, which might be capable of delivering something in the order of 500 new homes. However, the HEA makes clear that in order for the land west of Whitwick to be allocated in the Regulation 19 version of the Plan there will need to be an agreement reached between the Council and the various site promoters which commits them to working together to, amongst other things, working together to prepare a masterplan that will secure the comprehensive redevelopment of the site and identify the infrastructure, together with the timing of its delivery, needed to serve the development. There is no suggestion that there is an agreement in place between the Council and the various landowners / promoters to jointly promote the site for development. Indeed, there is no suggestion that any discussions about this have even taken place. Even if there were a joint working agreement in place between the parties, in our experience large sites such as this, which are controlled by a number of different parties take an incredibly long time to bring forward and even longer to start delivering housing. In our view, the Council ought therefore take a cautious approach to allocating this site for development in its emerging Plan and if it does, then it ought to adopt an equally cautious approach to the timescales in which the which this site will come forward and the amount of development that it will be capable of delivering during the Plan period.

**Coalville Regeneration Sites** – the Council anticipates that its aim of regenerating Coalville Town Centre and its environs will yield around 200 dwellings, through the redevelopment of brownfield sites over the Plan period. These are identified in the Coalville Regeneration Framework (CRF). Two of

sites (Wolsey Road Regeneration Area (Project 3 in the CRF) and Needham's Walk (Project 6 in the CRF)) already benefit from detailed planning permission which between them will deliver 105 new homes. It is not clear whether the Council has assumed that these dwellings form part of the 200 dwellings that will be delivered through the Coalville Regeneration sites over the Plan period. The Regulation 19 version of the Plan should therefore, make clear the overall quantum of development that the Coalville Regeneration Sites will be able to deliver over the plan period. In addition, sites that already have detailed planning permission (such as Wolsey Road and Needham's Walk) should be included as commitments in the housing trajectory that the Council will need to prepare for the purposes of consultation on the Regulation 19 version of the Plan – not allocations.

**Ap15 and 17: Land at Old End Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)** – this site is proposed to be allocated for around 32 homes. It is not controlled by a housebuilder / developer and hasn't previously been the subject of any applications for planning permission for its redevelopment. The Council's assessment of this site indicates that Ap15 is a local wildlife site and therefore, the Council needs to fully understand the implications of this for BNG and in turn, site capacity as it progresses its Plan towards Regulation 19 stage. In addition a small part of the site lies within Flood Zone 2/3 and the Council needs to assure itself that this wouldn't pose a constraint to the site's development or the number of new homes it is expected to be able to deliver.

**D8: Land off Ramscliffe Avenue, Donisthorpe** – this site is owned by Leicestershire County Council. The County has secured planning permission for its redevelopment on two previous occasions in the early 2000's, however, those consents lapsed without development coming forward. The site has also been filled with inert waste. Therefore, we have concerns about whether this site is demonstrably deliverable or developable.

**E7: Land between Midland Road and Leicester Road, Ellistown** - the site is proposed to be allocated for 69 homes in the HEA. The Council has previously granted outline planning permission for its residential redevelopment for up to 185 dwellings. That proposal made provision for a link road between Midlands Road and Leicester Road, which would mitigate the impact of the traffic generated by the development on the existing double mini roundabout in Ellistown. It appears as though the Council has taken the decision to reduce the capacity of the site from 185 dwellings to 69 dwellings so that a development would better respect the character of the settlement and reduce its impact on the landscape. However, in doing so it isn't clear whether the Council what effects a smaller scale development that didn't deliver a link road would have for a developer's ability to (a) achieve a safe and satisfactory form of access to the site to be achieved; and / or, (b) mitigate the impacts of traffic generated by the quantum of development now proposed on the Ellistown roundabouts. This matter

needs to be satisfactorily resolved before the Council proceeds to allocate the site for development in the Regulation 19 version of its Plan.

**Mo8: Land off Ashby Road, Moira** – the HEA says that this housing allocation is expected to deliver around 49 homes. This seems to be based on the fact that the Council received, in 2014, an application which sought outline planning permission for the residential redevelopment of the site for up to 49 dwellings. That application was eventually disposed of in June 2022. That planning application hints that there are issues around the deliverability of this site. The site is not controlled by a developer or housebuilder. Taking all this into account we believe that there is little prospect that this site is deliverable and it should not therefore be taken forward as a draft allocation in the Regulation 19 version of the Plan unless the site owner is able to provide the Council with robust evidence to demonstrate that there are no barriers to the delivery of housing on this site.

**P4: Land South of Normanton Road, Packington** – this site is allocated for 18 homes in the HEA. The Council's detailed assessment of the site indicates that the County Council has advised it that the site is land locked and has no frontage to an adopted highway. The policy text on the HEA assumes that the site could be accessed from Century Drive (a new residential development to the north east of the site). However, there is nothing in the HEA nor the accompanying evidence base that confirms that the owner of this site has reached an agreement with the developer of the Century Drive development about rights of access over their land. For this reason, unless and until the landowner can provide the Authority with the necessary evidence to demonstrate that the site is capable of being satisfactorily accessed, we believe that this site is not either deliverable or developable.

**R12: Land at Heather Lane, Ravenstone** – as above, the site is effectively land locked and the landowner would therefore need to provide evidence to demonstrate that access can be provided through the new residential development to the east of the site.

**IW1: Land at Isley Woodhouse** – this site is allocated for 4,500 new homes. The HEA suggests that around 1,900 dwellings will be delivered over the Plan period (i.e. by 2040). The Council's and our own assessment show that there are numerous constraints within and adjacent to the site. For example, the western part of the site is within Flood Zone 3, while the Environment Agency's Flood Maps show that there are areas of low to high surface water flood risk within the site associated with the watercourses that run through it. There is a cluster of designated heritage assets at Isley Walton and parts of the site might therefore form part of their setting. There appear to be numerous features of ecological value within the site, while the site is located close to East Midlands Airport and Donnington Park Race Track and therefore development could be impacted upon by noise generated by them. We note also that the Council doesn't yet understand the type and amount and cost of new infrastructure that this site

will need to deliver. The HEA highlights that the Council expects that the Regulation 19 version of the Plan will provide more detail on such matters. This is critical in terms of respondents being able to (i) gain an understanding about whether this site could be developed in a sustainable manner; and (ii) if the costs of providing such infrastructure is likely to impact on viability.

In addition, we note that the Council is assuming that the New Settlement will yield 1,900 new homes by 2040. There is no evidence in the HEA to support this assumption. But in any event, we do not consider it to be achievable for the reasons set out in our response to the Proposed Policies consultation. This being the case we have assumed that this site would be capable of delivering no more than 500 homes by 2040.

2.17 Based on our assessment of the Council draft housing allocations presented in the HEA (see table below), we believe that (the Plan allocates land that is capable of delivering just 4,190 new homes – 1,503 fewer than the Council says that the Plan should make provision for.

Site Reference	Address	Council's Estimate of Site Capacity	AY Assessment of Site Capacity
<b>Principal Town</b>		<b>1,666</b>	<b>1,179</b>
C46	Broom Leys Farm Broom Leys Road, Coalville	266	266
C48	South of Church Lane, New Swannington	283	283
C50	Jack's Ices, North of Standard Hill, Coalville	108	100
C61	Church View, Grange Road, Hugglescote	10	0
C74	Land at Lily Bank, Thringstone	64	0
C83	186, 188 & 190 London Road, Coalville	50	0
R17	Land at Coalville Lane / Ravenstone Road	153	153
C47, C77, C78, C86, C81	Broad Location – West of Whitwick	500	250
C92	Former Hermitage Leisure Centre	32	32
TBC	Coalville Town Centre Regeneration	200	95
<b>Key Service Centres</b>		<b>2,326</b>	<b>2,326</b>
A5	Money Hill, Ashby de la Zouch	1,200	1,200
A27	South of Burton Road, Ashby de la Zouch	50	50
CD10	Land North and South of Park Lane, Castle Donnington	1,076	1,076
<b>Local Service Centres</b>		<b>450</b>	<b>450</b>
Ib18	Land of Leicester Road, Ibstock	450	450
<b>Sustainable Villages</b>		<b>334</b>	<b>185</b>

A17/Ap17	Land at Old End, Appleby Magna & 40 Measham Road, Appleby Magna	32	32
D8	Land off Ramscliffe Avenue, Donisthorpe	32	0
E7	Land between Midland Road and Leicester Road, Ellistown	69	69
H3	Land adj. Sparkenhoe Estate, Heather	37	37
Mo8	Land off Ashby Road, Moira	49	0
Oa5	Land at School Lane, Oakthorpe	47	47
P4	Land south of Normanton Road, Packington	18	0
R12	Land at Heather Lane, Ravenstone	50	0
<b>New Settlement</b>		<b>1900</b>	<b>500</b>
IW1	Land at Isley Woodhouse	1900	500
Total Allocations		6676	4190

- 2.18 In summary, it is Jelson's view that many of the proposed draft housing allocations in the HEA are not deliverable or developable or are unlikely to deliver in the timescales that the Council is anticipating. As a consequence, further sites will need to be allocated (particularly within the Principal Town) to meet the shortfall we have identified, in order for the Plan to be positively prepared and meet the tests of soundness.
- 2.19 In our experience, housing delivery can best be achieved in the short and medium term, by local authorities allocating a range of medium or smaller sites across a variety of market locations. The widest mix of sites provides choice for consumers, allows settlements to grow in sustainable ways, creates opportunities to diversify the construction sector, responds to changing circumstances in the housing sector and provides competition in the land market. A diversified portfolio of housing sites also offers the widest possible range of products to households, providing access different types of dwellings to meet their housing needs.
- 2.20 Jelson controls land that has been omitted from the draft Plan which could help to make up the shortfall, and we consider these sites in further detail in paragraphs 2.23 onwards. Firstly, we consider the Jelson controlled sites that have been included in the draft Plan. Jelson is a Leicester based housebuilder with a proven track record of delivering successful family homes across the County (including previously in North West Leicestershire District) for over 130 years. As a local house builder Jelson has particular knowledge of the local housing market and has the expertise to quickly turn housing allocations into delivered housing numbers. The allocation of a site in which Jelson has a controlling interest therefore guarantees that the site will quickly be brought forward for development.



2.21 Following on from the above, we move on to discuss those sites which Jelson controls that aren't allocated for housing but which could be allocated in order to address the shortfall in supply.

### 3. Jelson Sites

- 3.1 Jelson has a number of sites within or immediately adjoining the Principal Town and a Local Service Centre that it believes are capable of being allocated in the emerging plan. The Authority has previously been made aware of its site at Torrington Avenue in Whitwick which has previously been put forward for consideration through the Council's SHELAA and was brought to its attention as a site that was potentially capable of being allocated for housing in the emerging plan, in the representations that we made to the Development Strategy Options and Policy Options consultation in January 2022. However, we understand from our discussions with Officers that this site has never been assessed as a standalone development and instead has been considered, and discounted as a potential housing site, because it forms part of the wider Stephenson Green development in Coalville.
- 3.2 Jelson also put forward the sites at Kirton Road in Coalville and its land south of Water Meadow Way in Ibstock for consideration through the Development Strategy Options and Policy Options consultation. As we understand it, Kirton Road Coalville and land south of Water Meadow Way Ibstock, passed stage 2 of the 'initial sieve' stage of the Council's Site Assessment process, it has not yet been subject to SA, but the Council expects to undertake that analysis shortly.

#### **Land off Torrington Avenue, Whitwick**

- 3.3 Jelson is promoting approximately 5.5 ha of agricultural pasture land, which is located to the west of Torrington Avenue in Whitwick. It is bound to the north and west by existing agricultural fields, to the south by Coalville Rugby Football Club (although this is screened from the site due to the area of woodland belt planted along the site's southern boundary) and to the east by existing residential properties along Tiverton Avenue and Stainsdale Green.
- 3.4 The site is in a sustainable location immediately adjacent to the built up area of one of the District's main towns. It is well located and within walking distance of a number of local services and amenities. The centres of Whitwick and Coalville are located approximately 0.8 miles (1.2 km) and 1.2 miles to the north and south-west of the site respectively. Both centres include a good range of local facilities and services including food stores, a pharmacy, Post Office, places of worship and recreational spaces such as parks and playing fields. Warren Hill County Primary School and King Edward VII Science and Sports College are both located 0.9 miles (1.4 km) to the east of the site.
- 3.5 Torrington Avenue connects to Hall Lane, north-east of the site, which provides a direct vehicular route to the centre of Whitwick to the north. Junction 22 of the M1 is located 5 miles (8km) to the south east of the site, via the A511. The nearest bus stops are located less than 200m north east of the site, and

are served by routes no.29 and no.29A, which provide frequent services to Whitwick, Coalville and Leicester City Centre.

- 3.6 The site is currently shown to have an Area of Separation (AoS) designation in the adopted Core Strategy. The purpose of the corresponding policy En5 is to prevent the coalescence of Whitwick and Coalville. Importantly, it does not impose a complete ban on development within the AoS. The AoS is within the defined limits to development for Coalville, is not designated as Countryside and is not therefore subject to the provisions of Policy S3 of the Core Strategy (i.e. development is precluded in this location). The boundaries of the Coalville / Whitwick AoS were assessed in detail in a Settlement Fringe Analysis (SFA) commissioned by the Council in 2010. The SFA gave consideration to the landscape and visual value of the areas comprising the AoS and the potential for any development impacts upon them to be mitigated. In regard to the Coalville / Whitwick AoS, the SFA recommended the retention of woodland and the enhancement of gateway rural views between Whitwick and Coalville. At the same time, the SFA did not rule out some level of development, with potential for mitigation. Although the previous Local Plan Inspector ultimately concluded that that there was overriding merit in the judgement of the Council that the AoSs were justified for the life of the Plan, he went on to say that “importantly though, on the evidence provided to this Examination, there is scope for reconsideration of the detailed boundaries and land uses for the AoSs, in the event that it becomes necessary, at any time in the future, for the Plan to be reviewed in the light of increased development needs.” In Jelson’s view, we are at that stage now and it is necessary therefore that the Council undertakes a detailed review of the AoSs and in particular the Coalville / Whitwick AoS, in the light of the Council now having to grapple with its increased development needs.
- 3.7 The only evidence that the Council has published in support of the proposed retention of the AoS is an AoS study which was first produced in 2019 and was the subject of a minor amendment in 2022. Our concerns specific concerns about this Study are addressed in detail in the representations that we have made to the Proposed Policies Consultation.
- 3.8 Importantly, in spite of the Study having being updated in 2022, it fails to assess the harm (if any) that would be caused to the purposes of the AoS by developing the land that Jelson is proposing for allocation immediately adjacent to Torrington Avenue. The Jelson land forms part of Land Unit 6 in the Study but is considerably smaller than it.
- 3.9 The AoS Study confirms that Unit 6 comprises three arable fields that extend to 13.81ha to the west of the established residential development off Hall Lane, including Tiverton Avenue and Mickleden Green. The southern boundary is formed by Coalville Rugby Club and the western boundary is formed by a mature hedgerow. It is said to occupy a distance of about 400m, which the study suggests is

approximately half the width of the AoS (from east to west between Tiverton Avenue and the A511 in Coalville). This, the Study explains, means that that this land unit plays an important part of the physical separation between Whitwick and Coalville.

- 3.10 The AoS Study notes that at present Land Unit 6 scores only moderately in terms of perceptual factors (private views, contribution to the character and setting of this part of the existing settlement and due to its landscape linkages). Indeed, the relationship between the built form and the Area of Separation is extremely poor in this area. Existing properties in Tiverton Avenue and Stainsdale Green back onto the AoS – which the Study describes as “*relatively harsh residential development*” and being a ‘detractor’. In our view the existing built development prevents any public view of, or access to, the AoS in this location very significantly diminishing its local value and undermining its role and function in planning terms.
- 3.11 The AoS Study also highlights that this part of the AoS currently has very little recreational value (i.e. there is no access to it and / or public rights of way across it). This is a fundamental objective of the designation of the AoSs in the first place.
- 3.12 It is clear to us that the AoS Study has failed to consider the effects that the development of Jelson’s Torrington Avenue site would have for the AoS. It does not say whether development in this part of the AoS would be harmful. In this case, this part of the AoS is clearly not performing the role it was intended to and therefore, there should be no issue at all with the release of part of this land unit for development.
- 3.13 In our view, limited development on the edge of the AoS would actually allow a new urban edge to be created that would provide a visual and functional relationship between the urban area and the AoS. Views would be opened up and public access provided along the full boundary to the site actually allowing the community to appreciate the role and function of the AoS and the gap between Coalville and Whitwick. This would improve significantly the recreational value of the of AoS.
- 3.14 To support promotion of the site, Jelson has commissioned a team of technical consultants and a masterplanner to carry out various surveys and investigations and has used these comments to inform the development potential of the site. The findings have been published in a Vision Document, appended to these representations at **Appendix 1**. The Illustrative Masterplan prepared as part of this Vision Document demonstrates that the site is capable accommodating approximately 100 dwellings. This is attached at **Appendix 2**.
- 3.15 Jelson of course already benefits from an in-depth knowledge of the site and its surroundings and it has taken on board the concerns raised previously about the development of this land (including

from the appeal Inspector), and in particular its impact on the Green Wedge and the harm that this would bring to the separate identities of Coalville and Whitwick. It is therefore confident that there are no significant or irresolvable physical constraints to the development of the land. Those constraints that do exist could easily be mitigated through standard mitigation measures such as sustainable drainage, landscaping and public open space, woodland planting and BNG enhancements etc.

- 3.16 Taking the above into account, the site at Torrington Avenue is in a sustainable location. It is available now and residential development would be suitable and achievable. Moreover, it could, in our view, be developed without impacting on separation and harming the character and identities of Coalville and Whitwick – it would actually substantially improve the relationship between the urban edge and the AoS. In addition, planned properly, it can accommodate development that will maintain an appropriate degree of separation whilst delivering significant benefits to local people including, but not limited to, (i) much needed new housing; (ii) enhancements in terms of landscape and biodiversity through structural planting and habitat creation; and, (iii) enhancements to public access by improving pedestrian links to the AoS and creating extensive areas for recreational use.

### **Land South of Kirton Road, Coalville**

- 3.17 The site extends to 11.5 ha and is located towards the south-eastern edge of the Coalville Urban Area. It comprises several agricultural pasture fields. There are groups of mature trees and hedges along its boundaries and within the site itself. We understand that none of the trees within the site or along its boundaries are subject of a Tree Preservation Order. A Public Right of Way cuts through the centre of the site from north to south and provides pedestrian connections to Brandon Hill.
- 3.18 It is bound by existing residential properties along Kenmore Crescent to the north, an allotment to the west, Bardon Hill wood to the south, and further agricultural fields to the east. Bardon Hill Quarry Site of Special Scientific Interest (SSSI) and Bardon Hill SSSI are located approximately 600m to the south.
- 3.19 Site access can be provided via an extension of Kirton Road and can be delivered solely on land controlled by the local highway authority and Jelson. The Council has queried the presence of a ransom strip at the end of Kirton Road and we have previously clarified this. The Ransom strip is owned by Jelson! In other words, there is no reliance on third party land to achieve a suitable means of access.
- 3.20 In its detailed assessment of this site the Council has taken the view that the site scores poorly in Green Infrastructure and Townscape, Landscape and Visual Sensitivity terms. This seems to be for three principal reasons. (i) because it is unlikely that the development will provide an opportunity to improve

the Green Infrastructure Network; (ii) due to its impact on townscape characteristics, which in the Council's view cannot be mitigated and (iii) the connectivity of the site back into the urban area.

- 3.21 In regard to (i) as part of any development, Jelson would expect to maintain and enhance the existing character of the site / area. It ought to be possible for Jelson to bring forward a scheme for development on the site that is able to propose landscaping that would retain and respect significant and mature trees within, and along the boundaries of, the site. Where possible, a development proposal would be able to make provision for areas of replacement planting to mitigate the loss of any trees associated with development on the site. The proposal could also incorporate new landscape planting along the southern site boundary, with the adjacent quarry. Taking all of this into account, we believe that there are significant opportunities to improve and enhance the existing Green Infrastructure Network in this part of Coalville. The development of the site would have no negative effects in this regard and it should therefore be scored positively as opposed to negatively as the Council has done.
- 3.22 In terms of (ii) we do not concur with the Council's view that the site would encroach into the countryside causing harm to the rural backdrop of the built up part of the settlement. Jelson does not understand or agree with this assertion. The site is actually extremely well contained in landscape and visual terms. There is already an extensively landscaped and tree planted bund separating the land from the quarry to the south such that the site is physically and visually detached from the wider countryside. Development of the site is a logical progression of the built form up to that existing visual barrier. Jelson has commissioned FPCR to prepare an illustrative masterplan in support of the promotion of the site (which we will present to the Council in due course) which will demonstrate how, with mitigation, the site could be developed in a manner that would prevent harm arising to the setting of the existing settlement. In this regard, we are confident that this would mean that the site could score amber or green in respect of its potential townscape and landscape impacts. A number of
- 3.23 So far as (iii) is concerned we again do not understand the degree of concern about connectivity being raised. The site immediately adjoins the urban area. There are no gaps or intervening land uses. The site does sit behind the existing housing but this is not at all unusual where extensions to existing settlements are concerned. The site remains connected to the urban area via a direct link along Kirton Road a number of other pedestrian links to the east to Vercor Close and Dauphine Close. The Council queries the length of the walking routes from development that would occur at the western extremes of the site but in reality these distances are no worse than is typical in many such situations where urban areas are expanded via large cul-de-sac type development. The development previously consented by the Council off Citron Avenue to the east of this location is a perfect case in point. Walking distances from the south eastern portions of this permitted site back into the original urban area are

comparable to that criticised by the Council at Kirton Road. There will no doubt be numerous other examples of this found acceptable by the Council across the District.

- 3.24 The irony here is that due to what the Council perceives as locally extended walking distances, it seems prepared to skip over this site in favour of allocations in rural areas that in overall terms are fundamentally less well connected to urban areas and less sustainable. We have commissioned and will shortly submit additional evidence around this point, including analysis of the sites connectivity and a comparison to other sites previously considered acceptable.
- 3.25 In a similar vein, Jelson has commissioned assessments that we expect to confirm that (a) the site could be developed without giving rise to any adverse ecological effects and that a development proposal would be capable of delivering ecological enhancements that would secure the mandatory 10% BNG; and (b) that the site is capable of being safely and satisfactorily accessed from the existing residential development to the north of the site.
- 3.26 With the above in mind, the site is capable of (i) delivering much needed new housing in the District's Principal Town where the Council openly acknowledges it has not identified enough land to allocate to meet its stated development strategy; (ii) providing enhancements in terms of landscape and biodiversity through structural planting and habitat creation without any material detriment to landscape or townscape character; and, (iii) enhancements to public access by improving pedestrian links between the urban area and the existing green network and creating extensive areas for recreational use.

### **Land South of Water Meadow Way, Ibstock**

- 3.27 Jelson is promoting approximately 7.5ha of land to the south of Water Meadow Way in Ibstock. The site is situated towards the south-eastern edge of Ibstock and comprises two pasture fields and one arable field. It is bound to the north by a row of mature trees, beyond which lie existing residential properties on Water Meadow Way and Douglas Drive. There are also rows of trees within the site which separate the various individual fields. To the west, the site is bound by existing agricultural uses, and to the east by a mixture of agricultural land and woodland (Grange Wood). A single-track road bounds the site to the south. There are two Public Right of Way that cross the site which provide connections to the residential properties to the north and Grange Wood to the south.
- 3.28 The site is in a sustainable location on the south eastern edge of the existing settlement, adjacent to existing built development. It is within walking distance of a range of services and facilities. The centre of Ibstock is located around 0.3 miles (0.5 km) to the north west. Ibstock contains a number of key services and amenities including a chemist, a Post Office, various restaurants and takeaways, a

foodstore and a range of recreational facilities including playing fields and Ibstock Leisure Complex. St Denys CE Infant School and Ibstock Junior School are situated approximately 0.4 miles (0.7km) north of the site. Bus stops along High Street, around 400m north of the site, are served by route no.15 which provides frequent services to Coalville and Ravenstone. There are employment opportunities within Ibstock and there is good bus access to larger opportunities in nearby Coalville. In our view, the allocation of this site would reduce the need for people to travel and has potential to increase the ability for future occupiers for the development to use non-car modes for their day-to-day needs. As a consequence, the only view that can possibly be reached is that the site must score highly in sustainability terms.

- 3.29 Jelson owns the entire site, including land needed for access. There are no agricultural tenancies or other ownership restrictions. The site is therefore available for development now and there is no prospect of the site failing to deliver housing if the Council decides to take it forward as a proposed allocation in the Regulation 19 version of the Plan.
- 3.30 The site is visually extremely well contained with existing blocks of woodland planting separating the site from the open countryside to the south and east.
- 3.31 In summary this site is capable of (i) delivering much needed high quality, new housing in one of the District's Local Service Centres; and, (ii) enhancements in terms of townscape, landscape and biodiversity through sensitively designed development, extensive structural landscape planting and habitat creation.

## Summary

- 3.32 In regard to achievability and delivery, as you know Jelson has a longstanding reputation as one of the Region's leading housebuilders. Its work in the past has included numerous projects within the District. Jelson knows the housing market in North West Leicestershire and it is therefore confident that there is demand in Coalville and Ibstock for the types of homes they build. The allocation of this site would therefore provide good quality homes, that meet local needs in terms of type and tenure and in a location where the development can deliver the greatest benefits in terms of access to jobs, and services and facilities.
- 3.33 All of the developments described above would be self-financing and would not require public subsidy. Jelson is confident that the development of each site would be viable and that a policy compliant level of affordable homes could be provided on each one. The development of these sites would place no unusual pressures on public services that could not be dealt with through contributions in a legal agreement, in the usual way.



- 3.34 Taking all of the above into account we conclude that development of these sites is achievable with a realistic prospect that housing could be delivered on each site within 5 years, thereby fulfilling the NPPF deliverability test.
- 3.35 In Jelson's view the development of these sites would represent logical and compact extensions to each settlement without giving rise to any significant environmental or visual harm. These sites perform much better in sustainability and many other terms than sites that the Council is currently contemplating allocating for development in its HELA.
- 3.36 We are therefore extremely confident that the development of these sites could help meet the housing needs of the District through high quality, sustainable developments, in the right locations, that are deliverable in accordance with the tests set out in the NPPF.
- 3.37 Development of these sites would also contribute to the supply of market and affordable homes in the District, that would be entirely consistent with the proposed development strategy and settlement hierarchy expressed in the Proposed Policies consultation paper.

## 4. Employment Sites

### Employment Site EMP05 – Land at Junction 12 of the A42, Ashby de la Zouch

- 4.1 Jelson is concerned to note that its land at Junction 12 of the A42 appears to have been precluded from selection for allocation as an employment site on the basis that “it is not being promoted as a stand-alone employment site” which the Council has assumed means that it “is not demonstrably available”. This is not correct. The land is available as a standalone employment site but could equally form part of a wider mixed-use scheme, delivered across Site EMP05 and Housing Site A7 (as has been and continues to be promoted jointly by both Jelson and Hallam Land). The site should, therefore be reassessed in terms of its potential to be brought forward as an employment only scheme in isolation of or in advance of the wider mixed use opportunity.
- 4.2 In addition to being available, the land is clearly also suitable and achievable. It has:
- an extensive frontage to Measham Road which offers the ability to create an access into the site with excellent visibility for traffic in all directions / for all manoeuvres and with no risk of the development having an adverse impact on the operation of the highway network;
  - excellent access to the strategic highway network via A42 J12. The M1 is and East Midlands Airport are just 10 miles to the north and the M6 is just 19 miles to the south, giving the site rapid links to local, regional and national markets. Because of where it is located, it would be unlikely to increase vehicle movements through Ashby to any material degree;
  - excellent access to local workforces in Ashby, Measham, Coalville, Castle Donnington, Swadlincote, Burton upon Trent and Tamworth, all of which are within 10 miles of the site and very easy to get to. Whilst there is no bus service linking to the site currently, this is the case for the majority of the employment sites that the Council is proposing to allocate and could be addressed at the planning application stage.;
  - no physical or environmental constraints. It is not impacted by fluvial or surface water flood risk, has low ecological value and there is little or no prospect of the development of the site impacting adversely on ecological interests off-site, at Packington Nook for example; and,
  - the benefit of being enclosed to the south by the A42, which runs on embankment as it passes the site, and by dense woodland to the north, both of which would help limit / contain the visual and landscape impacts of a development in this location. Certainly, a development in this location

would be less obtrusive / harmful in a landscape and visual sense than a development at EM73 (both) and EM89.

- 4.3 We have examined the sites that the Council proposes to allocate for employment development and note that EMP73 (North) falls wholly within Flood Zone 3. We have seen no evidence of this site (or any other site affected by Flood Zones 2, 3 or surface water flooding) having been the subject of sequential testing but can see no way of EMP73 (North) passing the test when alternative sites, such as Jelson's land at Junction12, are suitable and available for allocation and are not impacted by flood risk of any kind. We shall expect to see EM73 (North) removed from the Council's proposed allocations at the Regulation 19 stage.
- 4.4 We would urge the Council to reconsider allocating Site EMP05, either as a standalone employment site, or as part of a wider mixed-use scheme alongside site A7 in the event that it considers it appropriate to include a wider allocation to make the Plan sound.

## **Appendix 1 – Torrington Avenue Vision Document**

# Land off Torrington Avenue, Whitwick

# VISION DOCUMENT

September 2021



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CHAPTER 4 <b>ENVIRONMENTAL CONSIDERATIONS</b>	<b>p.10</b>		

# VISION

**“***The Land at Torrington Avenue Whitwick will provide a high quality, sustainable location for people to live and enjoy their spare time together. Located on the edge of the Green Wedge between Whitwick and Coalville, the scheme will maintain separation between the settlements, provide an attractive new settlement edge to Whitwick and create additional new pedestrian access to green space within the Wedge. The development will be a distinctive community which is designed to respect its context and draw upon the best aspects of the character of the nearby settlement of Whitwick. It will create an attractive transition between the built up settlement edge and the Green Wedge to the west. The community will be connected by a network of attractive Green Infrastructure.* **”**





*Visualisation looking east from southern residential parcel*



# CHAPTER 1 INTRODUCTION

The land off Torrington Avenue lies on the western edge of the settlement of Whitwick. This document has been prepared on behalf of Jelson who control the land off Hall Lane. The document outlines the guiding principles for a high-quality development that could accommodate up to 100 new homes.

## Our Background and The Vision Document

Jelson is a Leicester based house builder that has been delivering homes in the local area and the wider East Midlands for over 130 years. They have developed a reputation for delivering high quality, traditional family homes on consistently popular development sites.

The company works across the East Midlands on schemes of varying scale and complexity, with integrated planning teams promoting high quality residential schemes through the planning process.

The land has previously been subject to planning applications as part of a much larger proposal. The vision explored in this document is for a much smaller proposal. Assisting the aims of the green wedge in which the site is located.

This Vision Document has been prepared in this context and sets out

Jelson's vision for a distinctive, high quality development on the land and is intended to form the basis of discussions which will hopefully enable the proposals to be refined and supported through the review of the Local Plan.

The purpose of this vision document is to:

- Describe the results of the technical analysis which has been undertaken;
- Demonstrate that the site is a sustainable and suitable location for the delivery of new housing;
- Explain how the site could be developed;
- Identify the various social, economic and environmental benefits that development of the land could deliver.



Image showing the location of the site and surrounding landscape



Aerial Photograph showing the location and wider context

# CHAPTER 2

## THE SITE & CONTEXT

### Location and Context

The site is situated off Torrington Avenue, southwest of the settlement of Whitwick, Leicestershire. The town of Coalville is located approximately 800m to the west. The site covers approximately 5.5ha. The site extends westward from the settlement edge of Whitwick into two irregular shaped parcels of arable land.

Landscape features within the site are limited due to the existing agricultural nature of the site. Features are limited to the peripheries with field boundary hedgerows, hedgerow trees and a woodland belt enclosing the site from the south. The hedgerows have relatively few hedgerow trees and there are some gaps in the hedges.

Properties off Tiverton Avenue and Stainsdale Green adjoin the site from the east. The Coalville Rugby Club located to the south of the site has restricted visual connection to the site due to the woodland belt along the southern boundary.

The wider context of the site includes the open land between Hall Lane and the A 511 Stephenson Way, with Hermitage Road to the north and Broom Leys Road to the south. This broader area includes arable farmland, horse grazing pasture and sports fields. Green Lane is a small road that extends south from Hermitage Road, and becomes a dead end, although the lane itself continues as a private road and public footpath. Views are possible from this route across the site to the existing residential edge of Whitwick.

Two recently planted woodlands are located to the north of this area and have been named Harold Smalley Wood (to the west of Green Lane) and Thomas Ashford Wood (to the east of Green Lane). These woodlands include some permissive paths. When fully established they will form significant landscape features to the north of the area.



1) View of the site from the southern parcel looking north.



2) View from Torrington Avenue showing proposed access area

# CHAPTER 2 THE SITE & CONTEXT

## Connectivity to Local Services

The centre's of Whitwick and Coalville are located approximately 1.2km to the north east and south west of the development site, and includes a good range of local facilities and services including:

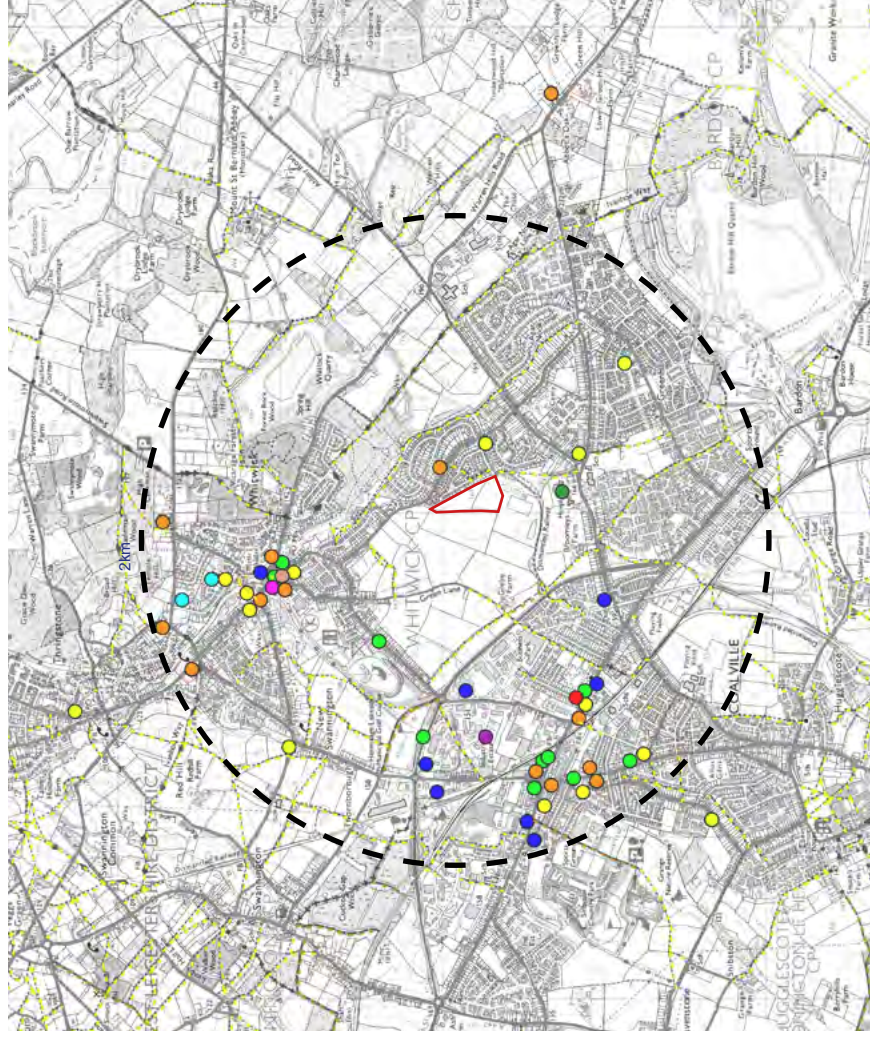
- Four Co-operative food stores;
- Two Spar food stores;
- Iceland food store,
- Butchers
- Pharmacy;
- Post Office and newsagents;
- Church and other places of worship;
- Public House;
- Community Library;
- Café, restaurants and a takeaway;
- Parks, playing fields and other recreational spaces.

Holy Cross and St John The Baptist CE Primary School are located approximately 1.7km from the site via Hall Lane. The nearest secondary schools are the Castle Rock and King Edward VII Science and Sport College, which are both approximately 1.2km from the site and are accessible from the site via public transport.

There are a range of small employment opportunities at businesses within the Whitwick, as well as further opportunities within the employment area and industrial estate on the edge of Coalville, which provides a greater number of larger businesses. This area is located within walking distance of the site (approx. 1.2 km) and is accessible via public transport.

The settlement is served by regular Arriva bus services (Route No. 27,16 and 11) which provide connections to Leicester, Ratby, Coalville, Agar Nook and Loughborough. The nearest bus stop to the site is on Hall Lane, less than 250m from the site's eastern boundary.

A development proposed in this area could help to protect and increase the viability of both existing and new services and facilities within the settlement, as well as offer opportunities for enhancement.



Plan showing the site and location of local services

# CHAPTER 3 PLANNING POLICY CONTEXT

The site is being promoted for development in the context of the recently revised national planning policy and guidance and a local policy framework which is evolving.

## National Planning Policy Framework (NPPF)

The NPPF sets out the Government's economic, environmental and social planning policy and in combination these policies give the Government's vision of sustainable development.

Paragraph 174 states at part a) that planning policies and decisions should protect and enhance valued landscapes. Part b) states that planning policies and decisions should recognise "the intrinsic character and beauty of the countryside".

The site is within an area not designated for its landscape character or value

## The Adopted Development Plan

The Development Plan for Northwest Leicestershire District Council currently comprises:

- *Northwest Leicestershire Local Plan Adopted (November 2017);*
- *Mineral and Waste Safeguarding North West Leicestershire District Document S6/2015*

The Local Plan sets out the vision, objectives, strategy and core policies for the spatial planning of the District.

The Local Plan contains policy S1 'Future housing and economic development needs'. Which seeks to ensure that provision will be made for the development of dwellings to meet the objectives;

Policy S2 – 'Settlement Hierarchy' will be used when assessing the suitability of a settlement for new development, with the general principle being that those settlements higher up the hierarchy will take more growth than those lower down. Within this document, Whitwick falls under Coalville which is a Principal Town. Development within this settlement should be able

to able to manage higher levels of growth.

Policy S3 – 'Countryside' Land outside the Limits to Development is identified as countryside.

## Key landscape policy

The site lies within an area covered by policy En5; The aims of this policy in this area are to maintain the physical separation between Whitwick and Colaville the supporting text to the policy suggests that "Development in this area, if permitted, would result in the physical coalescence of Coalville and Whitwick and the loss of the separate identity of the two settlements."

# CHAPTER 4 ENVIRONMENTAL CONSIDERATIONS

The environmental and technical capacity of the site has been investigated, through both site assessment and desk study.

## Landscape Character

The site at Whitwick is located within the Natural England's National Character Area (NCA) 73 'Charnwood'.

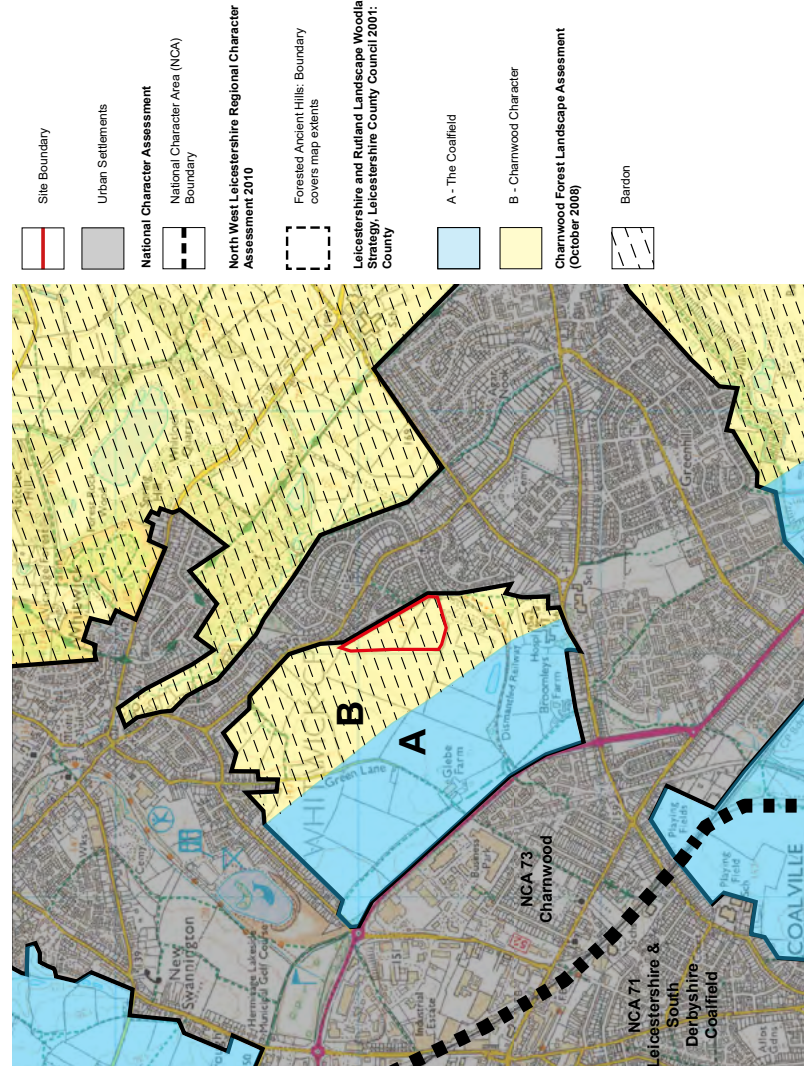
At a local scale, the Leicester, Leicestershire and Rutland Landscape and Woodland Strategy (2001) provides more detailed information. The site falls into LCA 'Charnwood Forest' and LCT: 'Bardon'. The document includes amongst others the following recommendations:

- *Conserve the existing woodland resource;*
- *Increase woodland cover and provide links between ancient semi-natural woodlands;*
- *Conserve and enhance the hedgerow network;*
- *Create new woodland along roadsides and industry fringes to reduce their visual prominence within the landscape;*

- *Restore hedgerows where they have become fragmented.*

Within the North West Leicestershire Settlement Fringe Assessment (2010), the site forms part of area 3 Coalville, which covers the land between Hermitage Road, Hall Lane and Stephenson Way. The study notes that the landscape is;

- *The land is typical of land on the urban fringes with areas of farmland left unmanaged with maturing hedgerows, pockets of arable and pasture, horse paddocks as well as recreational uses. The flat landform and relatively few landscape features and presence of built form combines to create a uniform and in places bland character.*



Plan illustrating the site's landscape character

# CHAPTER 4 ENVIRONMENTAL CONSIDERATIONS

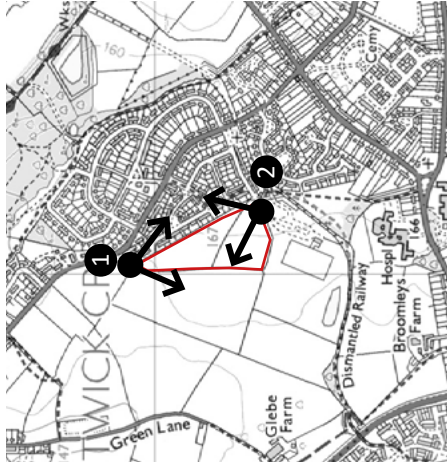


Photo Viewpoint Location Plan



Photo Viewpoint 1: View from Public Footpath facing west off Tiverton Avenue.

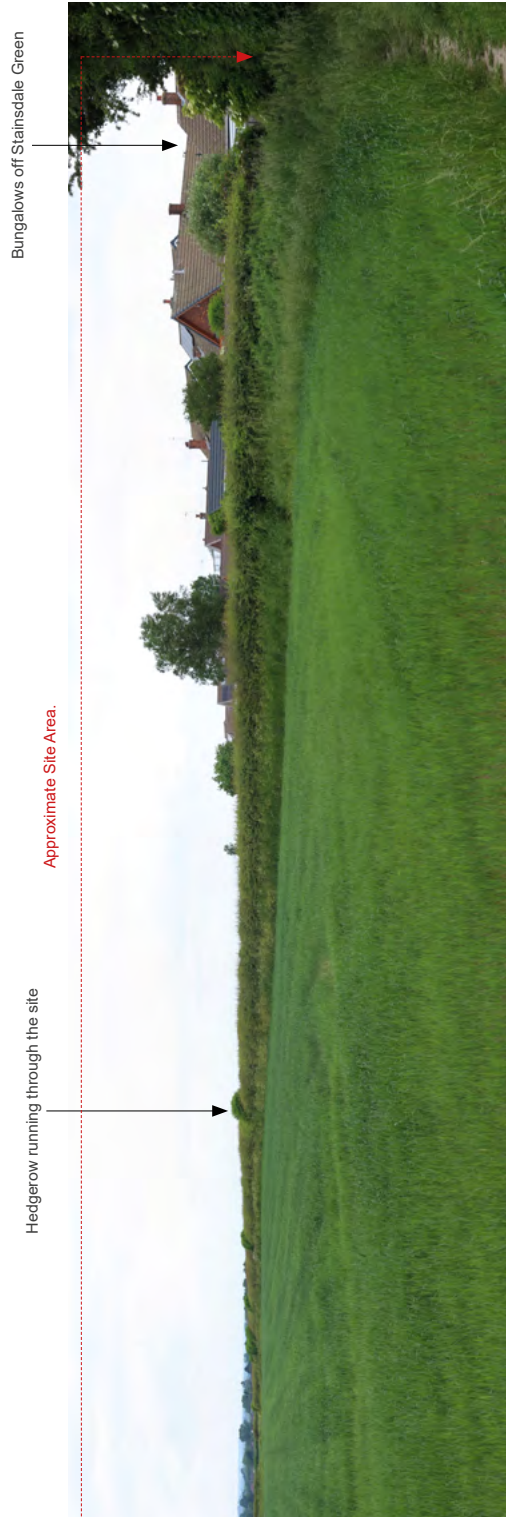


Photo Viewpoint 2: View north from south-eastern corner within the site.

# CHAPTER 5 OPPORTUNITIES & CONSTRAINTS

An analysis of the site and its context has been undertaken and this has influenced and helped to shape the development proposals for the site.

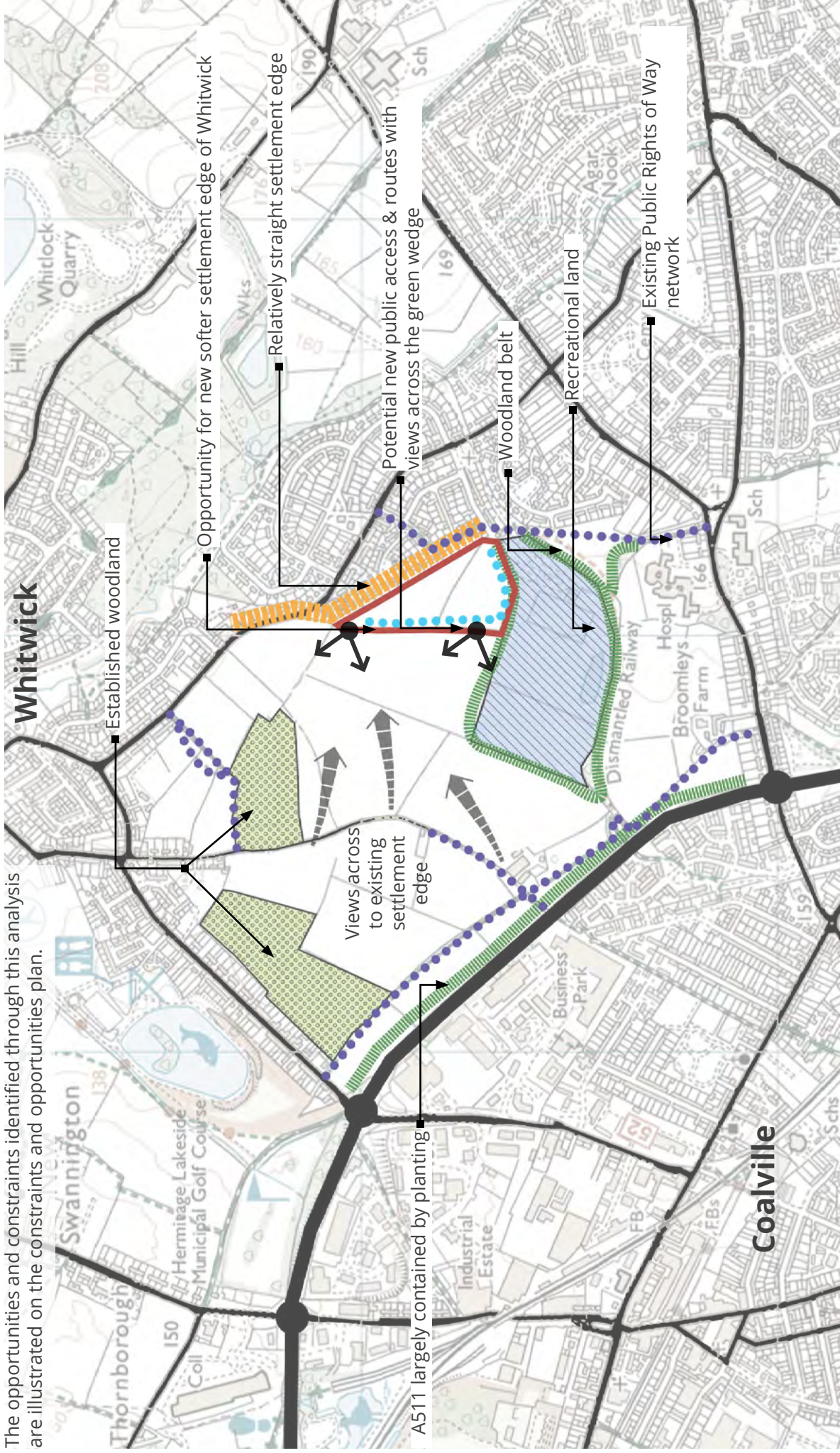
## Constraints & Opportunities

- The site has potential to yield a high quality sustainable housing development accommodating up to 100 new homes with associated infrastructure and green space.
- The site's eastern boundary is not defined by vegetation at present and existing properties along the settlement edge appear exposed. Additionally the sites western boundary consists of a narrow hedgerow. These boundaries could feature new hedgerows and tree planting to provide a softer, greener edge to the settlement.
- The tree belt to the south of the site will be retained, reinforced and utilised to create a firm southern edge to development. Hedgerow gapping up and reinforcement will help to deliver a bio-diversity net gain.
- Development can allow for greater pedestrian permeability, allowing the eastern edge of the green wedge to be opened up to public access via the perimeter paths.
- The main access to site can be safely taken from Torrington Avenue on the eastern edge of the site.
- There is the opportunity for pedestrian, cycle and emergency access into the site from two additional locations on the eastern boundary of the site.
- The site topography is flat which reduces the need for extensive earthworks to facilitate the construction of new homes.
- There are existing bungalows which back on to the eastern boundary of the site. There is the opportunity to mitigate views from these existing properties by providing a row of new bungalows / low-rise housing within the site parallel to these existing dwellings.
- There are properties adjacent to the north-east corner of the site which front on to the site. Views from these properties could be enhanced by providing an area of attractive public open space for these residents to look on to.
- The vegetation within the site is limited and has much potential for enhancement.
- No public rights of way cross the site, but new public access could be provided.



# OPPORTUNITIES & CONSTRAINTS

The opportunities and constraints identified through this analysis are illustrated on the constraints and opportunities plan.



Plan illustrating key opportunities and constraints

# CHAPTER 6 ILLUSTRATIVE MASTERPLAN

The following key design principles and parameters which have shaped the masterplan for the site and have been informed by the analysis.

## Green Infrastructure

The masterplanning process has considered the inherent characteristics of the site and wider area. The existing characteristics of the site have informed the shape and structure of the proposals, including the location and extent of development blocks and green infrastructure. Vehicular access into the site is proposed off of Torrington Avenue. There are further pedestrian, cycle and emergency access points into the site on the eastern boundary of the site. A network of main streets and secondary streets have been set out to provide easy legible access. The proposals incorporate a broad green buffer on the western edge of the development to assist with the integration of development with the wider Green Wedge. This would

provide a long term green edge and in time would assist in visual separation between Whitwick and Coalville. An area of public open space featuring pedestrian routes is proposed within the central area of the site, with an additional area of public open space in the northern section of the site, and a linear green space along the site's western and southern edges.

The illustrative masterplan shows bungalows proposed along the eastern development edge, to respect the existing bungalows along Tiverton Avenue. Where the existing houses front onto the site, and area of green space has been proposed, to retain the open aspect. Within a development a simple street layout is proposed, with outward facing development blocks

providing an attractive streetscape and overlooking the proposed green spaces.

Overall the 5.5ha site could deliver; 100 new homes on a net development area of 3.3ha

The provision of 2.2ha of land dedicated to Green Infrastructure, this includes features such as Public Open Space, play and habitat related proposals.



# CHAPTER 6 MASTERPLAN VISION



Illustrative masterplan

-  Site Boundary 5.5ha
-  Residential Development (100 Dwellings at 30 dph) 3.3ha
-  Green Infrastructure (Accessible green space, planting and habitat creation) 2.2ha
-  Existing Vegetation
-  Existing Urban Area
-  Existing Contours
-  Proposed Bungalow
-  Proposed Road Network
-  Proposed Shared Surface
-  Proposed Private Drive
-  Proposed Footpath
-  Proposed Rear Garden Boundaries
-  Proposed Vegetation
-  Proposed Vehicular Access
-  Proposed Pedestrian Access
-  Proposed Play Area



Public open space



Main street



Green edge

# MASTERPLAN VISION



## CHAPTER 6

# MASTERPLAN VISION

### Access and Movement

The site's location allows convenient pedestrian and cycle access with existing schools, the town centre and other facilities and amenities.

Public transport will be readily available to all. Existing bus stops are located off Hall Lane.

Vehicular access will be facilitated via Torrington Avenue and a descending hierarchy of streets and footways, associated with the street network. Within the development a clear and legible hierarchy of routes would be provided, to allow easy access. The point of access would be linked indirectly by a primary street which would also connect development parcels via a series of secondary and tertiary streets.

The Illustrative Masterplan shows a network of pedestrian routes through a connected pattern of

streets, footpaths and open spaces. New footpaths through the proposed green infrastructure network would provide linkages to the existing Public Rights of Way into the settlement and provide new opportunities to experience the green wedge.

This overall strategy will encourage the community to walk and will promote healthy active living. The proposed routes will serve all significant desire lines within the site and offer safe and secure routes towards connections into the town centre and out into the wider landscape.

The street design will also include footways which prioritise the safe and easy movement of pedestrians and cyclists through the development.



*New linkages to the existing Public Rights of Way and through the development will encourage walking and will promote healthy active living*

# CHAPTER 6 MASTERPLAN VISION

## Land Use and Development

The site boundary extends over 5.5ha. The masterplan shows parcels covering approximately 3.3 ha of the site. The design provides approximately 2.2 ha of open space, including space for recreational use, play provision and habitat creation. It is envisaged that residential areas will have a density of 30 units per hectare. The site could, therefore, accommodate between up to 100 dwellings.

The majority of dwellings that adjoin the site from the east are bungalows and as such, the development along this edge will seek to reflect this in its scale. Buildings located within the center and to the west will typically be 2 storeys in height.

Buildings will be designed to have a variation in their height from ground level to ridge or eaves level. The arrangement of buildings within a plot should seek to ensure subtle changes in height to create a varied roof line across the development.



# CHAPTER 7

# CONCLUSIONS

Whitwick is a sustainable settlement that has good connections to nearby settlements and Leicester. It is, therefore, a suitable sustainable location for development in the Borough.

## **The Site will deliver a High Quality Development**

Land off Torrington Avenue, Whitwick provides a sustainable location for new homes, with residents able to use and support local facilities and services. The site is located on the edge of the Green Wedge between Whitwick and Coalville, and development of the site provides the opportunity for increased access to the area, and new landscape areas and planting that over time could increase the visual separation between the settlements.

A softer and more attractive settlement edge could be established increasing the long term value of the landscape between Whitwick and Coalville.

The site could deliver up to 100 new homes and 2.2ha of new Green Infrastructure. The new housing would be sensitive to the adjacent existing settlement edge, with bungalows proposed along the edge

next to the existing bungalows on Tiverton Avenue and Stainsdale Green.

Overall a distinctive new neighbourhood could be established, providing valuable new homes and Green space accessible to the local population and with long term landscape enhancements to the Green Wedge between Whitwick and Coalville.



*Visualisation looking along pedestrian walkway along the site perimeter*

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Rev	Issue Status	Prepared / Date	Approved / Date
-	Draft	TW / 31 August 2021	MGH / 31 August 2021

FPCR Environment and Design Ltd, Lockington Hall, Lockington, Derby, DE74 2RH ■ t: 01509 672772 ■ e: mail@fpcr.co.uk ■ w: www.fpcr.co.uk ■ masterplanning ■ environmental assessment ■ landscape design ■ urban design ■ ecology ■ architecture ■ arboriculture ■ graphic design  
 JA75007532LANDSVision Document7532 Vision Document -.indd





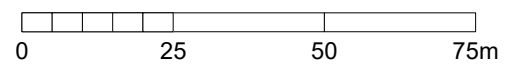
**Land off Torrington Avenue, Whitwick**

**VISION DOCUMENT**

## **Appendix 2 – Torrington Avenue Illustrative Masterplan**

NOTES

This drawing is the property of FPCR Environment and Design Ltd and is issued on the condition it is not reproduced, retained or disclosed to any unauthorised person, either wholly or in part without written consent of FPCR Environment and Design Ltd.



-  Site Boundary 5.5ha
-  Residential Development (100 Dwellings at 30 dph) 3.3ha
-  Green Infrastructure (Accessible green space, planting and habitat creation) 2.2ha
-  Existing Vegetation
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-  Proposed Footpath
-  Proposed Rear Garden Boundaries
-  Proposed Vegetation
-  Proposed Vehicular Access
-  Proposed Pedestrian Access
-  Proposed Play Area



**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Ref North West Leicestershire Local Plan Consultation  
**Date:** 16 March 2024 12:05:11  
**Attachments:** [image001.png](#)

---

OFFICIAL

Dear Sir or Madam,

Thank you for your recent correspondence inviting us to comment on the North West Leicestershire Draft Local Plan.

Network Rail owns, operates and develops Britain's railway infrastructure. Our role is to deliver and maintain a safe and reliable railway. All consultations are assessed with the safety of the operational railway in mind and responded to on this basis. We have reviewed the documentation and supporting plans provided and would make the following comments and observations in relation to the Proposed Policies and Proposed Housing and Employment Allocations.

### **Railway Level Crossings**

The safe operation of railway level crossings and the safety of all crossing users is of paramount concern to Network Rail and is a key consideration when reviewing the impact of third-party development adjacent to the railway and the way that it impacts crossing usage and safety. Where housing and employment allocations come forward in proximity to railway crossings, we will assess the impact on level crossing risk and seek measures to ensure the scheme does not impact on operational railway safety and this should be reflected in planning policy.

There are quite a large number of level crossings in the North West Leicestershire administrative area including the following:

#### *Knighton Junction Swannington and Leicester Junction Line (KSL)*

- Bagworth Number 2 footpath crossing
- Ellistown Number 1 footpath crossing
- Bardon Hill Number 2 footpath crossing
- Bardon Hill road crossing
- Bardon Hill Number 1 footpath crossing
- Coalville public road crossing
- Swannington public road crossing
- Sinope public footpath crossing
- Alton Hill footpath crossing

#### *Sheet Stores Junction to Chellaston East Junction Line (SSJ1)*

- Elliots Private crossing
- Hemington Lane Public footpath crossing
- Whites Private crossing

This list includes crossings that are already at high risk and will be impacted by nearby development should it come forward. We therefore consider that railway safety should have a more explicit reference in the Transport Policies within the Proposed Policies

### **Draft Policy IF5: Transport Infrastructure and New Development**

We note the inclusion of policy IF5 in relation to the effects of new development on transport infrastructure and consider that there should be several amendments to the policy to better protect railway and public transport infrastructure including impact on railway level crossings and stations. In the case of section (2) of IF5, the wording should be expanded as follows:

(2) *New development that is likely to generate significant amounts of movement on the local highway and public transport networks will require a Transport Assessment or Transport Statement to assess and mitigate any negative transport impacts.*

Similarly with Policy IF5 section (5) adequate funding to mitigate impacts to railway safety and operations including level crossings and railway stations should be provided by developers and we feel that the wording should be expanded to reflect these potential impacts. In view of this we would ask that the draft wording in section (5)(a) reflects this so that it is captured in the local plan.

We note that Paragraph 9.34 (Public Transport) only seems to relate to bus services and we would ask that this paragraph is expanded to include rail, particularly in relation to the enhancement of existing services so that this is captured in the local plan.

#### **Draft Policy IF6 – Leicester to Burton Rail Line**

We note and support the content of the policy and welcome the opportunity to work with the council towards reintroducing passenger services on this line. It should be noted that reintroducing passenger services and increasing rail traffic on this line will have an impact on level crossings and funding will need to be sought for either safety improvements to these crossings or ideally the closure of said level crossings where possible, and the policy should be supportive of these safety measures that will be vital in the delivery of passenger services. We would ask that wording to reflect this is included in the policy so that it is captured in the local plan.

#### **Housing and Employment Allocations**

We note that policy IF5 includes provision for the impact of development upon transport infrastructure and this should be reflected as significant housing and employment schemes come forward. However, the housing and employment does include some significant allocations that warrant additional attention in their own right.

##### *Allocation A5 Money Hill, Ashby-de-la-Zouch*

This is a significant scheme including around 1200 homes, education and employment facilities. Section 2(l) relates to Section 106 financial contributions and whilst it mentions public transport improvements, given support for a railway station at Ashby-de-la-Zouch to reinstate passenger services in policy IF6, it would be prudent to specifically mention contributions towards a station as part of this section, and we would ask that wording to reflect this is included in the policy so that it is captured in the local plan.

#### **Draft Policy EC8 - East Midlands Airport**

We note the inclusion of references to improvements in connectivity between East Midlands Airport and adjacent rail services (paragraph 7.58) and welcome discussions with North West Leicestershire and the airport in respect of this aspiration. We note that improvements in public transport access to the airport are included in EC8 (3)(d), however, we feel that this policy should be expanded to include a reference to the airport and/or developers providing financial support to achieve this, and we would ask that wording to reflect this is included in the policy so that it is captured in the local plan.

#### **Rail Freight**

We note that section 7 (Economy) includes reference to rail-freight in Section 7.7 and we welcome reference to this in the local plan as well as the opportunity to discuss the expansion of rail-freight with North West Leicestershire and interested parties in order to help meet national freight growth targets. Such discussions could include the possible use of the former Coalville Goods Yard off Mantle Lane as the location for possible future rail freight activity, and we would ask that wording to reflect rail-freight aspirations is included in the policy so that it is captured in the local plan.

Thank you again for the opportunity to comment on this consultation. We trust that the above is

useful and will be considered for inclusion in the local plan as it moves forward. If you need any further information in respect of the above, please let us know.

Kind regards



**Matt Leighton**  
Town Planner  
**Diversity and Inclusion Champion**  
Network Rail Property - Eastern Region  
George Stephenson House, Toft Green, York, YO1 6JT

Please note I am on study leave on Thursdays for the foreseeable future and will be unavailable on these days

\*\*\*\*\*  
\*\*\*\*\*

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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](http://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		Cox
Job Title (where relevant)		
Organisation (where relevant)	Bloor Homes Ltd	Evolve Planning & Design
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.**

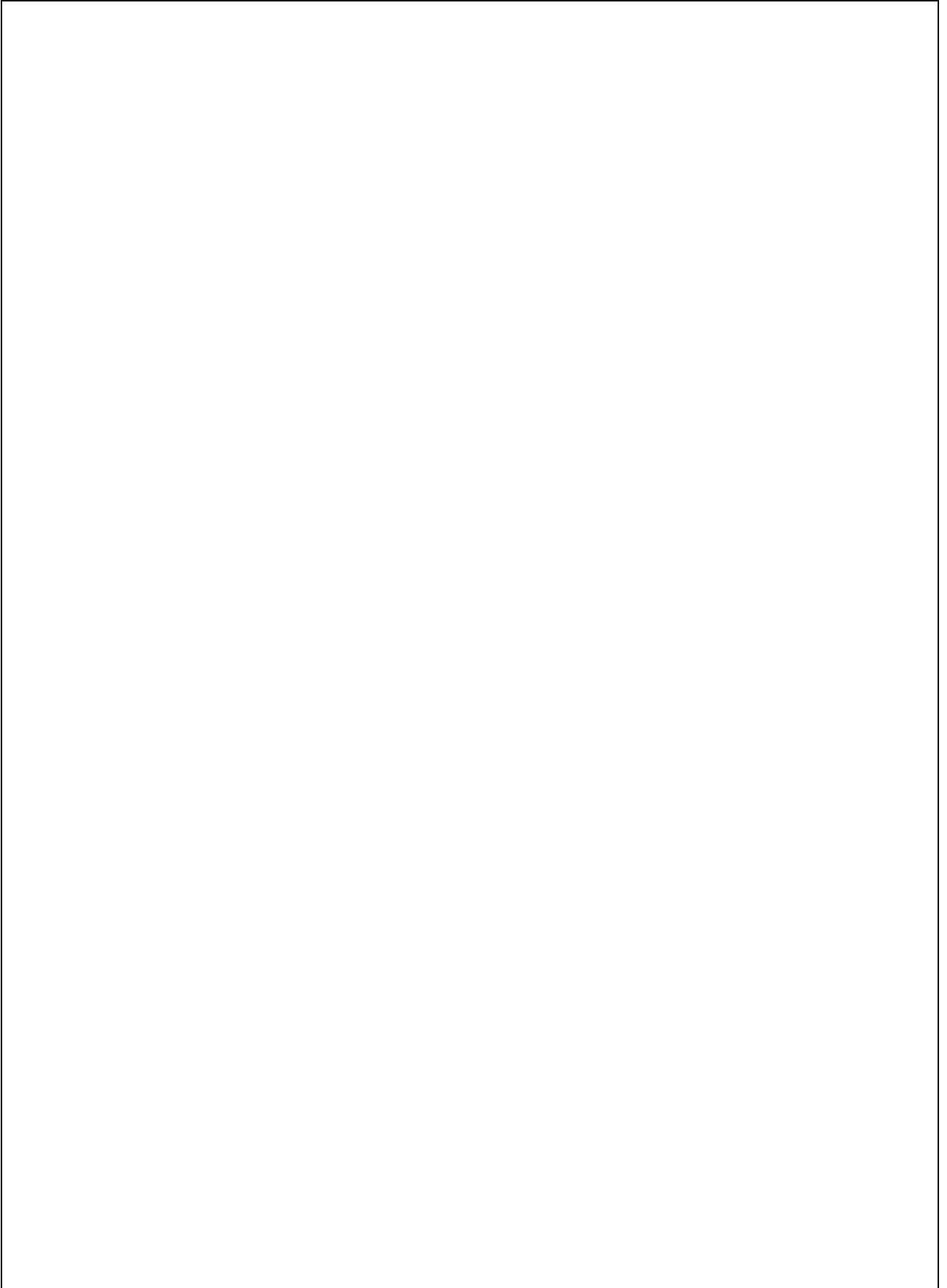
1. To which consultation document does this representation relate?	X	Proposed policies
	X	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Policies S1, S2, AP4, AP6, H1, H3, H4, H5, H7, H10, H11, IF1, IF2, IF3, IF4, IF5, En1, En3, En7

(See separate document submitted)





## Declaration

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

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

Signed:



Date: 15/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

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

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

# NORTH WEST LEICESTERSHIRE LOCAL PLAN PROPOSED POLICIES & ALLOCATIONS

LAND SOUTH OF HEATHER



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### APPENDIX 1: Promotional Document



# 1. Introduction

1.1 This representation, submitted on behalf of Bloor Homes, responds to the Regulation 18 'Proposed Policies,' 'Proposed Housing & Employment Allocations' and the 'Proposed Limits to Development' consultation documents and accompanying published evidence, having regard to the national and local planning policy context. It relates specifically to Land South of Heather where Bloor Homes has secured land interests. A Promotional Document is attached at **Appendix 1** which provides further details of this site.

1.2 The representations are framed in the context of the requirements of Local Plans to be legally compliant and sound. The tests of soundness are set out in the National Planning Policy Framework (NPPF), paragraph 35. For a Development Plan to be sound it must be:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- **Effective** – deliverable over the Plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.

1.3 These representations also give consideration to the legal and procedural requirements associated with the plan-making process.

## 2. Planning Policy Context

2.1 Bloor Homes supports North West (NW) Leicestershire District Council in progressing with a substantive review of the current adopted Local Plan as required by the recently reviewed and updated Policy S1. This provides the opportunity for the Council to comprehensively review the following matters:

- NW Leicestershire's own objectively assessed housing need over an extended plan period and the potential for housing supply within the District to meet this need.
- The potential role of housing supply options within the District to meet unmet cross boundary needs from the wider Leicester and Leicestershire Housing Market Area (HMA).
- Employment land requirements for NW Leicestershire.
- NW Leicestershire's potential role in meeting any wider unmet employment needs through the Duty to Co-operate.
- The appropriateness of the existing settlement hierarchy and the strategic distribution of growth in light of new housing and employment needs.

2.2 The National Planning Policy Framework (NPPF 2023) requires local planning authorities to keep policies in their Local Plans up to date by undertaking a review at least once every five years reflecting Regulation 10A of the Town & Country Planning Regulations 2012.

2.3 Bloor Homes supports the Council's proactive approach in continuing with a review of the Local Plan to ensure that an up-to-date policy framework exists within the district to guide growth to 2040 and to ensure that development is genuinely plan-led.

2.4 Bloor Homes supports the collaborative approach that has been taken through the preparation of the Leicester and Leicestershire Strategic Growth Plan (SGP) (Dec 2018) to understand the overall distribution of need across the HMA. Given the arising housing needs across the HMA and the subsequent progression of a Statement of Common Ground (SoCG).

### 3. Strategy

#### Policy S1: Future Housing & Economic Development Needs (Strategic Policy)

- 3.1 Through the Development Strategy and Policy Options consultation Bloor Homes supported the 'High 2' growth scenario in advance of further evidence being published to determine unmet need across the HMA, notably within Leicester City, and an agreed approach to apportioning any unmet need within the HMA, including within NW Leicestershire.
- 3.2 Since the 2022 consultation it is noted that NWLDC has agreed to sign a Statement of Common Ground (SoCG) to commit to meeting an element of Leicester City's unmet needs by planning to deliver 686 dwellings each year. This has regard to the functional relationship between North West Leicestershire District and Leicester City and opportunities that exist within the District for significantly boosting delivery over and above the Government's standard method.
- 3.3 Draft Policy S1 reflects the SoCG by establishing a housing requirement of 13,720 net new dwellings between 2020 and 2040. This figure should be expressed as a minimum requirement to provide certainty of delivery and to ensure the Local Plan is positively prepared.
- 3.4 The 686dpa requirement (2020-2040) falls short of the High 2 growth scenario previously supported by Bloor Homes (730dpa) however it is accepted that the 686dpa requirement figures has regard to:
- Standard method;
  - Functional relationship between NWLDC and Leicester City;
  - Alignment with spatial distribution of future employment growth; and
  - Annual growth rates and localised market capacity.
- 3.5 It is noted that the SoCG and background evidence has been subject to examination through the Charnwood Local Plan EiP and the new Leicester City Local Plan was submitted for EiP in September 2023. Further testing of the evidence through the Leicester City Local Plan EiP may give rise to soundness issues that require the SoCG and subsequent housing requirement figure for NW Leicestershire to be reconsidered.

- 3.6 Notwithstanding the above, Bloor Homes is supportive of the Council's approach to deriving an appropriate contribution to unmet needs and discharging the Duty to Cooperate in respect of housing need.
- 3.7 Bloor Homes considers that the housing requirement figure fails to recognise the high levels of affordable housing need being experienced within the District. The Housing Needs Assessment determines a net rented need for 3,605 over a plan period to 2039 (190dpa), excluding the provision of affordable home ownership. Whilst an affordable housing requirement is yet to be identified, Bloor Homes considers that achieving 190 rented affordable homes per year is unlikely to be viable based upon the housing requirement of 686dpa identified.
- 3.8 Despite the general support for the approach to 2040, the emerging policy is unsound due to the proposed plan period. Paragraph 21 of the NPPF states that 'strategic policies should look ahead over a minimum 15 year period from adoption.' The Council's Local Development Scheme sets out a timetable for the preparation of the new Local Plan and targets adoption in October 2026. Therefore, the plan period should be extended to 2043 to ensure a clear 15 years from adoption, allowing for slippage through the examination process if necessary. As a result, a further 1,116 dwellings (minimum) should be applied to the housing requirement (14,836 net new dwellings in total). The 1,116 additional dwellings relates to the inclusion of 3 further years of housing need for the District excluding any contribution to unmet housing need arising from Leicester City.
- 3.9 Extending the plan period prior to publication of a draft Local Plan would reduce the risk of significant delays during the EiP. Extension of the plan period through the EiP process would result in additional SA work being required and further consultation.
- 3.10 Bloor Homes also supports the recognition in Draft Policy S1 that the annualised district housing requirement of 686 dwellings will apply for housing land supply and Housing Delivery Test purposes.

#### **Policy S2: Settlement Hierarchy (Strategic Policy)**

- 3.11 Bloor Homes supports the settlement hierarchy set out in Draft Policy S2, which is informed by the relative sustainability of villages within NW Leicestershire.
- 3.12 Bloor Homes supports the identification of Heather as a Sustainable Village which is served by a range of services and facilities including primary school, convenience store, public houses, community hall and recreational facilities.



- 3.13 Paragraph 4.25 states that any further development in the Sustainable Villages will be restricted to either infilling or previously developed land which is well related to the settlement concerned. The lack of planned growth being focused to these villages and the lack of opportunities for windfall development due to these tight policy restrictions will inevitably result in gradual decline in services and facilities available to support existing communities and the inability of local housing needs being met.
- 3.14 This is even recognised within the draft policy through the statement *“if during the plan period any of the Sustainable Villages were to lose facilities and services to the extent they would no longer meet the requirements of a Sustainable Village, this will be a material consideration in the determination of planning applications.”* This statement highlights a significant failing of the spatial development strategy to support the sustainability of existing settlements and instead looks to a strategy that manages decline in settlements within this tier of the hierarchy.
- 3.15 The spatial development strategy is therefore not positively prepared and unsound. This is a matter raised by Bloor Homes through the previous Development Strategy & Policy Options consultation where concerns were raised in respect of the spatial distribution options identified for testing. As an spatial distribution option for high growth with a higher percentage of growth focused to the Sustainable Villages was not considered earlier on in the plan making process, the Sustainability Appraisal has failed to test a more appropriate level of growth to Heather and other villages with a range of services of facilities in this category.
- 3.16 The Sustainable Villages are considered by Bloor Homes to be the most at risk category of settlements within the identified hierarchy for diminishing sustainability. The Plan should be effective by seeking greater opportunities to support the viability and vitality of services and facilities that support general day to day needs of residents through additional proportionate housing growth. In this regard 329 homes afforded to settlements within this tier of the hierarchy (17 Sustainable Villages over a 20 year plan period) would not go far enough to support the important role these villages play in respect of the services and facilities they offer, meeting affordable needs and supporting a balanced housing market through the provision of open market housing choice and consequently additional homes for younger people, an ageing population and families.
- 3.17 This is represented by the Council’s Local Housing Needs Assessment (Oct 2019) which considered the demographic trends and projections for each sub-area

in the district over the 2020-2039 period. This identified a policy off apportionment of growth of 84 dwellings to Heather over this plan period based upon a lower housing requirement of 480 dwellings per annum. In addition, it was found that there was a net need for 41 additional affordable homes within Heather over the same period. The Assessment also found that Heather has a high level of detached (47.2% - Census 2011) and larger properties. The single proposed allocation afforded to Heather, providing 37 homes is lower than the identified affordable housing need in the village.

- 3.18 This example demonstrates the position for just 1 of the 17 Sustainable Villages, highlighting that the need for growth within the Sustainable Villages has not been sufficiently tested through any of the spatial distribution options which has resulted in an unsound development strategy and a failure of the SA to not consider reasonable alternatives.

## 4. Creating Attractive Places

### Draft Policy AP4: Reducing Carbon Emissions (Strategic Policy)

- 4.1 Bloor Homes supports Draft Policy AP4 in respect of carbon reduction and consider that planning has an important role in the delivery of new renewable and low carbon energy infrastructure. However, policies should ensure that they follow nationally consistent set of standards/timetables and are implementable. Bloor Homes considers the success of achieving a low carbon future is by standardisation rather than individual council's specifying their own policy approach to energy efficiency.
- 4.2 Changes to building regulations (Part L) to deliver the Government's 'Future Homes Standard' means that a locally specific CO<sup>2</sup> reduction requirement is unnecessary. As it is the Government's intention to set standards for energy efficiency through the Building Regulations. The key to success nationally is standardisation and avoidance of individual Council's specifying their own policy approach to energy efficiency, which undermines economies of scale for product manufacturers, suppliers and developers. This approach has been reiterated in a recent written ministerial statement by housing minister Lee Rowley that states *"the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority area can add further costs to building new homes by adding complexity and undermining economies of scale."* It is agreed therefore, that the Council does not need to set local energy efficiency standards to achieve the shared net zero goal by 2050.
- 4.3 Bloor Homes already applies a 'fabric first' approach in their house type design. The fabric first approach has a number of clear benefits, notably that it is built into the property for its whole life ensuring that every occupier will benefit from a reduced electricity bill and it reduces CO<sup>2</sup> emissions. This is in line with the energy hierarchy approach sought by the Council.

### Draft Policy AP5: Health & Wellbeing (Strategic Policy)

- 4.4 Bloor Homes recognises the need for development to maintain and improve the health and wellbeing of residents and that health and wellbeing will be an important consideration in the creation of high quality, accessible and inclusive communities.

- 4.5 In respect to the requirement to improve accessibility to healthcare, it is recommended that engagement with the ICB informs further refinement of the Infrastructure Delivery Plan as part of the Local Plan review process.

#### Draft Policy AP6: Health Impact Assessments

- 4.6 Bloor Homes agrees with the need to include a policy relating to Health Impact Assessments (HIA). It is recognised that HIAs play an important role in addressing health impacts of planning decisions on communities in line with the social objective of sustainable development as set out in the NPPF.
- 4.7 Bloor Homes considers that the policy must be clear on which development proposals an initial Health Impact Screening Statement will be required. Government guidance on Health Impact Assessments in spatial planning leaves much of the policy and guidance to the discretion of the LPA, however, the policy must be clear on local triggers for a HIA.
- 4.8 Bloor Homes supports the further consideration currently being given to this policy and would wish to reserve the right to provide comment on any future trigger identified at the next stage in the Local Plan review process.

## 5. Housing

### Draft Policy H1: Housing Strategy

- 5.1 The housing requirement of 13,720 new dwellings to 2040 is noted, to include both open market and affordable homes. As set out previously, Bloor Homes considers that the plan period should be extended to 2043 and the housing requirement increased accordingly.
- 5.2 The draft policy identifies that the total provision made in the plan includes a 10% flexibility allowance, however without the publication of a trajectory, this cannot be verified. Bloor Homes considers that the appropriate flexibility allowance should relate to risks inherent to the spatial strategy pursued. In respect of the emerging NWL Local Plan a considerable proportion of supply is focused to a proposed new settlement and a further element of supply is reliant on the progression of Neighbourhood Plans.
- 5.3 The Isley Woodhouse new settlement proposal is at an early stage. The site is in multiple ownerships and will require the delivery of significant infrastructure which is likely to require a land equalisation agreement. There is no prospect of a new settlement being commenced in the short term and any delivery timescales would need to take account of:
- Progression of technical evidence to consider constraints and viability;
  - Preparation of comprehensive Masterplan, phasing strategy and Design Codes;
  - Preparation of Outline Planning Application;
  - Land equalisation and signing of S106 Agreement;
  - Identification of developer partner(s);
  - Reserved Matters applications;
  - Discharge of pre-commencement conditions;
  - Acquisition of land by development partner;
  - Technical design and approval of enabling infrastructure; and
  - Selection and mobilisation of contractors for enabling infrastructure.

- 5.4 Lichfield's Start to Finish Report (Second Edition) identifies the average lead in time from validation of an outline application to delivery of the first dwelling on sites of 2,000+ dwellings as 8.4 years. Bloor Homes considers therefore that first completions should not be assumed from this source of supply until 2034/5 at the earliest.
- 5.5 Lichfield's Start to Finish Report (Second Edition) concludes the average completion rate on sites of 2,000+ dwellings equate to a mean of 160dpa. In reality, the pace of delivery will be related to, firstly, the critical infrastructure triggers and, secondly, how quickly demand for new homes will build up as a desirable place well served by community facilities is delivered. This is likely to result in a reduced annual delivery rate in early years.
- 5.6 In light of the above, Bloor Homes considers that a yield of no more than 1,200 homes from this source of supply should be relied upon within the plan period.
- 5.7 Concern is also raised in respect of the quantum of growth focused to Coalville. Having regard to committed supply and future proposed allocation, there is a real danger that delivery could falter in this settlement. The Letwin Review recognises there are limits on the rate at which local markets will absorb homogenous products and this could reduce delivery rates within Coalville and push delivery beyond the end of the plan period.
- 5.8 In conclusion, due to the spatial strategy pursued, there is a higher probability that sites may not come forward or the trajectory delayed. Due to the reliance on a number of sites to be secured outside of the Local Plan process and the proportion of homes linked to the delivery of a new settlement, Bloor Homes considers that an increased 20% flexibility allowance should be applied to the sources of supply to provide certainty that the housing requirement can be met within the plan period.
- 5.9 Greater dispersion of proposed growth across a wide geographic areas including to the Sustainable Villages would assist in reducing any risk of non-delivery or delayed delivery that pushes supply beyond the plan period.
- 5.10 A site-specific housing trajectory should be provided at the Regulation 19 stage to allow for necessary scrutiny.

### Policy H3: Housing Provision – New Allocations

- 5.11 Bloor Homes has no comments on the soundness of the proposed new allocations identified. In addition to comments above relating to the new settlement, further comment will be provided on delivery assumptions and lead

in times assigned to site allocations at the Regulation 19 stage, once a site-specific housing trajectory has been provided for scrutiny.

- 5.12 Additional housing allocations should be identified within the Sustainable Villages to support the vitality and vibrancy of these sustainable settlements to 2040, including land south of Heather.

#### **Policy H4: Housing Type and Mix (Strategic Policy)**

- 5.13 Bloor Homes agrees that major residential schemes should provide a mix of housing types and sizes in line with identified needs, having regard to the character and context of the application site, site-specific constraints and committed/completed supply since the start of the plan period.
- 5.14 Bloor Homes supports the dwelling size breakdown informed by the Housing and Economic Needs Assessment (HENA) on the basis deviation of 5% from these figures is allowed without justification, to provide a degree of flexibility.
- 5.15 There is a need to balance the housing mix within the Sustainable Villages to meet changing demographic needs. The minimal levels of housing growth afforded to these 17 settlements through the spatial strategy would instead compound housing choice, particularly for an ageing rural population where the need for adaptable and accessible and wheelchair accessible properties will increase too.

#### **Policy H5: Affordable Housing (Strategic Policy)**

- 5.16 Bloor Homes supports the policy as currently drafted and notes that the percentage requirements and tenure mix will be consulted upon once the viability evidence has been completed.

#### **Policy H7: Self-Build & Custom Housebuilding**

- 5.17 National Planning Policy Guidance notes a responsibility for 'relevant authorities' to maintain a self-build and custom housebuilding register. In understanding the need for self and custom build the PPG recognises the role of the Strategic Housing Market Assessment in understanding the size, type and tenure of housing needed for different groups including people wishing to self-build or custom build their own homes.
- 5.18 The Council's Local HENA does not consider the needs associated with self and custom build properties.

- 5.19 The Council maintains a Self and Custom Build Register, and between April 2016 and 30<sup>th</sup> October 2023 129 individuals had registered an interest. The self-build register only needs to include the name and address of the lead contact and the number of serviced plots of land they are seeking to acquire- no information is requested on the financial resources. 'Demand' could be an expression of interest rather than actual demand.
- 5.20 Of the 129 people who have registered it is not known what percentage of people are still pursuing a self/custom build project there is no onus on the applicant to remove themselves from the register or reapply on a regular basis. Therefore, the 129 individuals figure identified is likely to be significantly higher than current demand.
- 5.21 Turning to supply, in the last 12 months there have been a number of applications approved for self/custom build and a number of applications that are currently awaiting determination as follows:
- Stables, Ashby Road, Newbold – 1
  - 72 Main Street, Osgathorpe – 1
  - 188 London Road, Coalville – 1
  - Fieldview House, Babelake Street, Packington – 1
  - Land adj 26 Pisca Lane, Heather – 1
  - Land off Loughborough Road, Coleorton – 4
  - The Wellie Deli Café, Newbold – 1
  - Bank House, Stoney Lane, Coleorton – 1
  - Land adj to Greendale, Prestons Lane, Coleorton – 1
  - Oaktree, School Lane, Newbold – 1
  - Land at Pisca Lane, Heather – 2
  - Lavender House, 80 Snarestone Road, Appleby Magna – 1
  - Land off Swepstone Road, Heather – 1
  - Land adj 122 Swepstone Lane, Heather – 2
  - Land off Loughborough Road, Whitwick – 9
  - White Gables, Lower Moor Road, Coleorton – 5
  - Land off New Street, Measham – 1
  - 93 Zion Peggs Green, Coleorton – 1
  - Hillmoren, Leicester Road, Ibstock – 1
  - 20 Silver Street, Oakthorpe – 1 (approved)
  - 31 Measham Road, Ashby De La Zouch – 1
  - The Cottage, 92 Low Woods Lane, Belton – 1 (appeal)



- 5.22 Whilst it is accepted that a number of these may not be approved, it demonstrates that there are a number of opportunities to deliver self/custom build properties within the district, without the need to rely on sites over 30 dwellings to make provision. The applications submitted in the last 12 months and pending determination provide for a yield in excess of the number of new registrations between 31<sup>st</sup> October 2022 and October 2023. The nature of the applications outlined above also demonstrate that in the main, those seeking permission for self/custom build are not looking for sites within large open market developments.
- 5.23 If custom and self-build requirements are to be set out in policy, Bloor Homes agrees there needs to be a mechanism identified to allow for such plots to come forward for market housing if demand is not present. Bloor Homes supports the draft policy approach that if serviced plots for self-build and custom housebuilding have been made available and marketed for 12 months and have not sold, plots can be used for delivery of general market housing.
- 5.24 Practical difficulties of facilitating self and custom-build plots on larger sites should also be recognised, creating issues with health and safety and the need for independent construction access point.
- 5.25 In light of the above, if demand does increase, it would be preferable for specific sites to be identified which are more suitable for self and custom build plots. Such sites would appear to be supported by the market as the proposal in Woodville demonstrates.

#### Policy H10: Space Standards

- 5.26 Bloor Homes considers this draft Policy is unnecessary.
- 5.27 The Nationally Described Space Standards (NDSS) were published by the Department of Communities and Local Government on 27<sup>th</sup> March 2015. Its publication was accompanied by a Planning Update issued as a Written Ministerial Statement to Parliament by the Rt. Hon. Sir Eric Pickles MP on 25<sup>th</sup> March 2015.
- 5.28 In introducing the standards, the Written Ministerial Statement outlines:

*“New homes need to be high quality, accessible and sustainable. To achieve this, the government has created a new approach for the setting of technical standards for new housing. This rationalises the many differing existing standards into a simpler, streamlined system*

*which will reduce burdens and help bring forward much needed new homes."*

- 5.29 However, the Written Ministerial Statement is also clear that the standards are optional, and that compliance cannot be required outside of a relevant current Local Plan policy:

*"From 1 October 2015: Existing Local Plan, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy."*

- 5.30 This is to ensure that the need for the application of the standards through planning policy is fully evidenced and that the impact on viability is considered alongside all of the other policies contained in the Plan:

*"The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the National Planning Policy Framework and Planning Guidance."*

- 5.31 The reference to the National Planning Policy Framework relates to paragraph 135(f) which states planning policies should:

*"create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users."*

- 5.32 Footnote 52 makes it clear that use of the Government's optional technical standards should be used where this would address an identified need for such properties and the need for an internal space standard can be justified.

- 5.33 National Planning Guidance states:

*"Where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies. Local planning authorities should take account of the following areas:*

- *need – evidence should be provided on the size and type of dwellings currently being built in the area, to ensure the impacts of adopting space standards can be properly assessed, for example, to consider any potential impact on meeting demand for starter homes.*
- *viability – the impact of adopting the space standard should be considered as part of a plan’s viability assessment with account taken of the impact of potentially larger dwellings on land supply. Local planning authorities will also need to consider impacts on affordability where a space standard is to be adopted.*
- *timing – there may need to be a reasonable transitional period following adoption of a new policy on space standards to enable developers to factor the cost of space standards into future land acquisitions.”*

5.34 The Guidance is therefore clear that the application of the NDSS requires a Local Plan policy which has been fully evidenced, including identification of need and the consideration of any impact on viability.

5.35 It is recognised that the Council has undertaken further work to evidence how many homes have been delivered below NDSS standards, however this evidence is not compelling in respect of need and the whole plan viability assessment is still outstanding.

5.36 Bloor Homes considers the introduction of space standards should be looked at in the round, having regard to additional standards proposed to be introduced through Policy H11. There will clearly be some overlap between NDSS requirements and emerging accessible and adaptable home policy requirements, particularly in respect of bedroom sizes, which appears to be the main issue the Council appears to wish to resolve.

#### Policy H11: Accessible, Adaptable & Wheelchair User Homes

5.37 The draft policy pursues a policy of requiring 100% of all homes to meet optional M4(2) requirements. M4(2) dwellings are described as making:

*“reasonable provision for most people to access the dwelling and incorporate features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.”*

- 5.38 The Government's Raising Accessibility Standards for New Homes consultation response in 2022 concluded that the best way to achieve better accessibility standards in new homes was to make M4(2) dwellings mandatory through building regulations.
- 5.39 Bloor Homes considers that the requirement for accessible and adaptable homes should be led by changes to building regulations rather than local policy and in many cases Bloor Homes can meet these standards with their current house type range.
- 5.40 The Local Housing Needs Assessment includes a high-level assessment of the need for specialist accommodation for older people and the potential requirements for housing to be built to M4(3) housing and technical standards.
- 5.41 The LHNA concludes that, in general, North West Leicestershire District has an ageing population. Figure 4.1 demonstrates that the district has a slightly younger age structure (in terms of older people) compared with Leicestershire as a whole and a lower percentage of those aged 75 and over than the wider East Midlands region and England. It is recognised that the older person population is likely to increase over the plan period, however an ageing population affects the whole country and is not an issue specific to North West Leicestershire.
- 5.42 The LHNA identifies a need for around 420 dwellings to be for wheelchair users (meeting optional technical standard M4(3)). Bloor Homes considers that whilst there is justification for 5% of the affordable supply to meet the optional M4(3) standards, the evidence provided does not establish the necessary justification for implementing a requirement for at least 9% and 23% of all affordable homes to meet M4(3) standards.
- 5.43 As set out in response to Policy H4, there is a need to balance the housing mix within the Sustainable Villages to respond to changing demographic needs. The minimal levels of housing growth afforded to these 17 settlements through the spatial strategy would instead compound housing choice, particularly for an ageing rural population where the need for adaptable and accessible and wheelchair accessible properties will increase too.

## 6. Infrastructure & Facilities

### Policy IF1: Development & Infrastructure (Strategic Policy)

- 6.1 Bloor Homes notes the types of infrastructure listed in draft Policy IF1 to support new development. The infrastructure should be set out in an Infrastructure Delivery Plan.
- 6.2 Where new development generates a demand for new or improved infrastructure, Bloor Homes recognises that a reliable mechanism such as a planning obligation is necessary.
- 6.3 Any infrastructure should be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

### Policy IF2: Community Facilities (Strategic Policy)

- 6.4 Bloor Homes recognising there is a need for major residential development to make provision for new community facilities or to improve existing facilities where these are directly related to the development and fairly and reasonably related in scale and kind to the development.
- 6.5 Whilst the spatial development strategy focuses major development to top tier settlements that will provide investment in physical, social and green infrastructure, the lack of growth afforded to the Sustainable Villages will instead result in a decline in the vitality and viability of village services and facilities and a lack of new investment in physical, social and green infrastructure. This will result in a decline in the sustainability of villages such as Heather.

### Policy IF3: Green & Blue Infrastructure (Strategic Policy)

- 6.6 The importance of green and blue infrastructure is, unquestionably, important in delivering good design and ensuring that it reaches beyond the site linking to areas beyond.
- 6.7 Bloor Homes supports the Council's expectation that all major developments contribute towards the delivery of new green infrastructure which connects to and enhances the existing network of multi-functional spaces and natural features throughout the district.

#### Policy IF4: Open Space, Sport & Recreation Facilities (Strategic Policy)

- 6.8 Bloor Homes agrees that recreational facilities should be provided on major residential schemes and that the scale of the provision should relate to the scale of the proposed development and context, having regard to existing facilities in the vicinity.
- 6.9 Land South of Heather has the opportunity to provide a significant amount of new publicly accessible open space to include equipped play, trim trail and a community orchard.

#### Policy IF5: Transport Infrastructure & New Development

- 6.10 Bloor Homes supports draft Policy IF5 and supports the provision of active travel through the provision for walking and cycling to be an integral part of the design process for major new housing development.

## 7. Environment

### Policy En1: Nature Conservation/BNG (Strategic Policy)

- 7.1 Bloor Homes supports the emerging Policy which requires development to provide a net gain in biodiversity in line with national policy and to promote the hierarchy of avoid, minimise, restore and offset.
- 7.2 Policy En1 seeks the prioritisation of on-site mitigation wherever practicable and where off-site provision is necessary requests that this is will located in relation to the proposed development. Bloor Homes would remind the Council that there may be some circumstances where local provision is not possible and national biodiversity credits cannot be ruled out in some circumstances.

### Policy En3: The National Forest (Strategic Policy)

- 7.3 Bloor Homes supports draft Policy En3 that provides support for development that diversifies the economy, contributes to a range of leisure opportunities for local communities and visitors, enhances the character of the National Forest and increases woodland cover.
- 7.4 Land South of Heather presents an opportunity for the creation of tree planting as part of a landscape led approach development and the delivery of new recreational facilities to support the local community.

### Policy En7: Conservation & Enhancement of the Historic Environment (Strategic Policy)

- 7.5 Bloor Homes supports the approach to the historic environment contained within draft Policy En7.

## 8. Land South of Heather

8.1 This Chapter sets out a brief description of the site, followed by an assessment of the site against each of the Council's site selection criteria, as defined within the Housing Site Selection Topic Paper.

### Site Description

8.2 Bloor Homes has current land interests to the South of Heather.

8.3 The site comprises four field parcels accessed off Newton Road.

8.4 An illustrative masterplan has been prepared by Pegasus Group and is included within a promotional document at **Appendix 1** to this representation.

8.5 The illustrative masterplan identifies the following key elements:

- Provision of approximately 115 homes;
- Provision of approximately 3.5 hectares of green infrastructure, evenly distributed throughout the site, including provision of a trim trail, Locally Equipped Area of Play (LEAP) and community orchard;
- Provision of SuDS; and
- Provision of pedestrian and cycle paths to link with existing infrastructure.

### Landscape & Visual Sensitivity

8.6 Bloor Homes has commissioned Golby + Luck to consider the baseline landscape and visual setting of the site and provide an assessment of the landscape and visual sensitivity of the site to the south of Heather.

8.7 The site is located at the immediate southern settlement edge of Heather and is not the subject of any environmental designations that would suggest an increased value or sensitivity to change. The site is also not the subject of any statutory or non-statutory designation that would prohibit its development for residential purposes and does not contain features that are considered to be of notable value.

8.8 The site is contained by a framework of settlement and highway infrastructure to the north and east, industrial development to the north-west, and maturing National Forest planting to the south and west.



- 8.9 The site and wider settlement extend across the western ridge of the valley setting to the River Sence, occupying an elevated location that is entirely in keeping with local settlement character. The site falls from the ridgeline towards a localised valley setting to the south where the maturing forestry planting separates it from the wider valley setting that extends further south towards.
- 8.10 There are two public rights of way that provide access across the site and into the wider setting of farmland to the south of Heather. Beyond this the site is maintained as farmland and does not provide any defined access or recreation function.
- 8.11 Heather and the site form part of the Leicestershire Coalfields landscape comprising a typical mixture of settled rolling farmland interspersed with maturing woodland planting associated with the National Forest.
- 8.12 The site has been assessed as part of the districts landscape sensitivity assessment (LSA) as part of land parcel 16HEA-B assessed as being of medium landscape and visual sensitivity to housing development. In contrast land parcel 16HEA-A to the northern fringes of the settlement is assessed as medium to low landscape and visual sensitivity, and 16HEA-C to the east medium landscape sensitivity and medium to low visual sensitivity.
- 8.13 Land parcel 16HEA-B assesses the site as part of the wider land parcel that includes the Grade II listed Heather Hall and its associated remnant parkland setting. The hall and its landscape are specifically identified in the assessment as being of increased value and sensitivity to change, with the sensitivities of the site being comparable to the settlement boundaries to the north and east of the settlement.
- 8.14 The Landscape Summary Report, confirms a finding of medium to low landscape sensitivity for the site when considered in isolation from the wider land parcel 16HEA-B. In relation to its visual setting and correlating sensitivity:
- The site is visually contained to the north with receptors groups including private views from the settlement edge, views from the public highway and rights of way, and views from the recreation ground and village hall. These receptors groups are typical of the settlement edge and not considered to be of greater value or sensitivity when compared to any other location;
  - To the east the visual setting is contained to the immediate settlement, Newton Road and sections of public footpaths Q58 and Q59. Development within the site will present as part of the established settlement in these views, within what is already a settled landscape;

- To the west the site is contained by the heavily treed setting at the eastern boundary of the remnant parkland setting of Heather Hall. This boundary is also defined by the established industrial setting that is a detracting element; and
- To the south the site is substantially screened in views from the wider farmed valley setting. Development within the site will sit below the established setting of housing to the south of the site that defines the visual horizon. The maturing forestry planting will heavily screen views of development within the site, providing in-situ landscape mitigation that developments are often reliant upon to secure a long-term reduction in visual effects.

### Impact on the Historic Environment

- 8.15 Bloor Homes has commissioned Orion to prepare a heritage report, which draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of land proposed for development.
- 8.16 The assessment establishes that there are no designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Battlefields, Registered Historic Parks or Conservation Areas) within the study site, and that development of the study site will not affect the significance of any designated heritage assets, nor their settings, in the surrounding area.
- 8.17 In summary, the technical work undertaken to date concludes there are no heritage constraints to the allocation of the site for residential development.

### Surface Water Flooding

- 8.18 The site lies within Flood Zone 1 which has the lowest probability of flooding.
- 8.19 A Sustainable Drainage Strategy (SuDS) is proposed:
- To efficiently drain the site whilst not causing flooding down stream;
  - To create suitable habitats to promote biodiversity;
  - To create ecological corridors across the site;
  - To create an aesthetically pleasing setting for development; and
  - To promote the site as a sustainable place to live and work.

## Highways (Accessibility to the Site)

- 8.20 Vehicular access into the development is proposed to be served via a new priority junction with Newton Road with the existing track to White House Farm stopped up and realigned to form a junction with the new proposed access road.
- 8.21 Existing Public Rights of Way exist within the site and are incorporated within the proposal.

## Impact on Current Land Use

- 8.22 The site currently comprises several parcels of land utilised for agricultural use. The site contains no publicly accessible open spaces or community uses that would be lost as a result of development, however it is recognised that a Public Right of Way (PRoW) crosses the site. This PRoW can be incorporated within any development proposal and remain in situ.
- 8.23 The proposal would deliver new public open space and community facilities that would benefit Heather, including a new trim trail and equipped play area.

## Impact on Natural Environment

- 8.24 There are no statutory designated sites of nature conservation value within or immediately adjacent to the site. The nearest SSSI is Newton Burgoland Marshes SSSI which is located approximately 1.32km south of the site. This SSSI is designated for marsh and wet grassland vegetation communities.
- 8.25 The River Mease Special Area of Conservation (SAC) is located approximately 2.9km to the northwest of the site and a developer contribution scheme (DCS) is in place to provide mitigation for any new development which results in a net increase in phosphorus load being discharged into the River Mease SAC. Development within Heather would not result in additional wastewater via the mains sewerage network to a sewage treatment works which discharges in the catchment of the River Mease SAC.
- 8.26 The nearest Local Nature Reserve (LNR) is Snibston Grange LNR which is located over approximately 4km northeast of the site. This LNR is separated from the site by open countryside, minor and major roads and existing residential development, and as such, it is not considered there will be any direct or indirect adverse effects on this statutory designated site.
- 8.27 There are no known non-statutory designated sites within or immediately adjacent to the site.

- 8.28 There are a number of hedgerows present within the site which define boundaries to the central and western field parcels.
- 8.29 A full ecological survey can be undertaken upon request to determine the presence or absence of notable species.
- 8.30 The agricultural land contained within this site is believed to be a mixture of Grade 3 (split of 3a and 3b is unknown at this time), and Grade 2 (which is land of best and most versatile value).
- 8.31 However, the same is true for the majority of land around Heather and therefore should not reflect negatively against this site.

#### Impact on Environmental Quality

- 8.32 The agricultural site is unlikely to have significant issues in relation to contamination, and the surrounding context of the site is not considered to represent constraints in relation to air quality and noise.
- 8.33 Whilst it is accepted that development is unlikely to improve the environmental quality of the site, as there are no existing issues of contaminated land, development would not give rise to any further environmental quality issues.

#### Suitability

- 8.34 The information set out above, read in conjunction with the appended concept masterplan and promotional document, demonstrates that Land South of Heather is a suitable site.

#### Deliverability

- 8.35 There are agreements in place between the landowners and Bloor Homes to facilitate the development of the site.
- 8.36 Bloor Homes intends to undertake further technical work to demonstrate the deliverability of land south of Heather, however information gathered to date concludes that there are no physical or other constraints likely to render the site undeliverable within the proposed Plan period to 2040. The site is available now.
- 8.37 The site is deliverable and immediately available and subject to allocation, could start to deliver homes and associated community benefits within the next 5 years.

## 9. Conclusion

- 9.1 This representation is made by Evolve Planning on behalf of Bloor Homes to the North West (NW) Leicestershire Local Plan Proposed Policies for Consultation, Proposed Housing & Employment Allocations & Proposed Limits to Development (Regulation 18) consultation documents. This representation relates to land south of Heather, which Bloor Homes is promoting for residential-led development.
- 9.2 These representations are framed in the context of the requirements of Local Plans to be legally compliant and sound in line with the tests of soundness within the NPPF. Bloor Homes supports NW Leicestershire District Council in progressing with a substantive review of the current adopted Local Plan.
- 9.3 Bloor Homes broadly supports the identified contribution to unmet housing needs arising within Leicester City (subject to further testing of the SoCG through the Leicester City Local Plan EIP) however, considers that the plan period should be extended to 2043 and the housing requirement increased accordingly. In addition, there are concerns that the housing requirement identified will not address affordable housing need.
- 9.4 Bloor Homes supports the settlement hierarchy which is informed by the relative sustainability of villages within NW Leicestershire, including the identification of Heather as a Sustainable Village.
- 9.5 Bloor Homes does, however, object to the lack of growth focused on the Sustainable Villages, including the planned approach to accepting a level of decline in these villages set out in draft Policy S2. The Local Plan is therefore not positively prepared in this regard and concerns are again raised that appropriate spatial distribution options were not identified and tested at an earlier stage in the plan making process to consider appropriate growth options for this important and most vulnerable tier in the settlement hierarchy. Further growth is required in the Sustainable Villages, including Heather to maintain a level of vitality and vibrancy in these villages and to ensure continued investment in physical, social and green infrastructure, to include the provision of affordable homes and those aligned to an ageing population.
- 9.6 Bloor Homes also provide responses to draft policies and relating to housing standards and requirements, creating attractive places, delivering infrastructure to support development and the environment.
- 9.7 In particular, Bloor Homes objects to the draft policies in respect of NDSS and M4(3) standards as current evidence does not provide justification for the

imposition of the emerging requirements. The Council must also provide adequate evidence of viability for all proposed policy requirements to be identified.

- 9.8 Bloor Homes consider that the Local Plan should be giving consideration to the components of housing supply to ensure that future housing requirements can be effectively met across the Plan period. Bloor Homes would welcome the opportunity to comment on a site-specific housing trajectory in due course.
- 9.9 Bloor Homes has current land interests to the South of Heather, comprising four field parcels accessed off Newton Road. An Illustrative Masterplan has been prepared which demonstrates how a scheme of approximately 115 homes.
- 9.10 Information gathered to date concludes that there are no physical or other constraints likely to render the site undeliverable within the Plan period. It is a suitable site for residential development.
- 9.11 The site is deliverable and immediately available and subject to allocation, could start to deliver homes and associated community benefits within the next 5 years. It is therefore submitted that the site South of Heather, be identified as an allocation to meet housing needs through the new Local Plan for NW Leicestershire.

# APPENDIX 1

## Promotional Document



# LAND SOUTH OF HEATHER

PROMOTIONAL DOCUMENT

**BLOOR HOMES**<sup>®</sup>





Prepared by Evolve Planning & Design Ltd  
on behalf of Bloor Homes in March 2024.

Project code EP043  
Document ref EP043\_PromoDoc\_150324  
Contact: Neil Cox

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# INTRODUCTION AND DOCUMENT PURPOSE

1



# INTRODUCTION AND DOCUMENT PURPOSE

## Introduction

- 1.1 Land south of Heather, accessed via Newton Road, represents a logical and appropriate extension to the Sustainable Village of Heather.
- 1.2 The site is well located to access existing services and facilities within the village and offers an opportunity to deliver new homes alongside supporting infrastructure.
- 1.3 This promotional document seeks to bring together the initial technical and environmental studies that have been undertaken by Bloor Homes' consultant team and explains the initial masterplanning proposals for land south of Heather. What is presented in this document is not intended to be a fully worked-up scheme but has been prepared for illustrative purposes to be used as the basis for engagement with the key stakeholders, including the Council, through the Local Plan Review process.
- 1.4 The information provided demonstrates the site as suitable and available and the development for new homes achievable.

## Bloor Homes

- 1.5 Established in 1962, Bloor Homes is one of the UK's largest privately owned house building companies, completing in excess of 2,500 new homes each year. The Company has considerable experience in promoting and delivering strategic residential development sites across the country, ranging in size and complexity from those of around 50 dwellings to substantial mixed use urban extensions of over 5,000 dwellings.

## Document Purpose

- 1.6 North West Leicestershire District Council ("NLWDC") is currently undertaking a substantive review of the Local Plan adopted in November 2017. This review will take into account changes that have occurred since adoption, including updated national policy. The review process will identify housing need to 2040 and identify new housing allocations to satisfy this identified housing need.
- 1.7 This Promotional Document demonstrates that the site to the south of Sweptstone Road and the west of Newton Road forms a logical and suitable extension to the Sustainable Village of Heather.
- 1.8 This document establishes a vision and development principles for the site, informed by consideration of constraints and opportunities. A Concept Masterplan demonstrates how the vision can be achieved through a well-designed scheme.
- 1.9 Overall, this Promotional Document presents a suitable and achievable proposal to support the site's allocation through the current review process.
- 1.10 This document has been prepared with input from the following consultant team:

**Planning**  
Evolve Planning & Design



**Urban Design**  
Pegasus Group



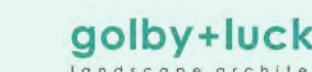
**Access and Movement**  
Capricorn Transport Planning



**Flood Risk & Drainage**  
PJA



**Landscape**  
Golby + Luck



**Ecology**  
FPCR



**Heritage**  
Orion Heritage

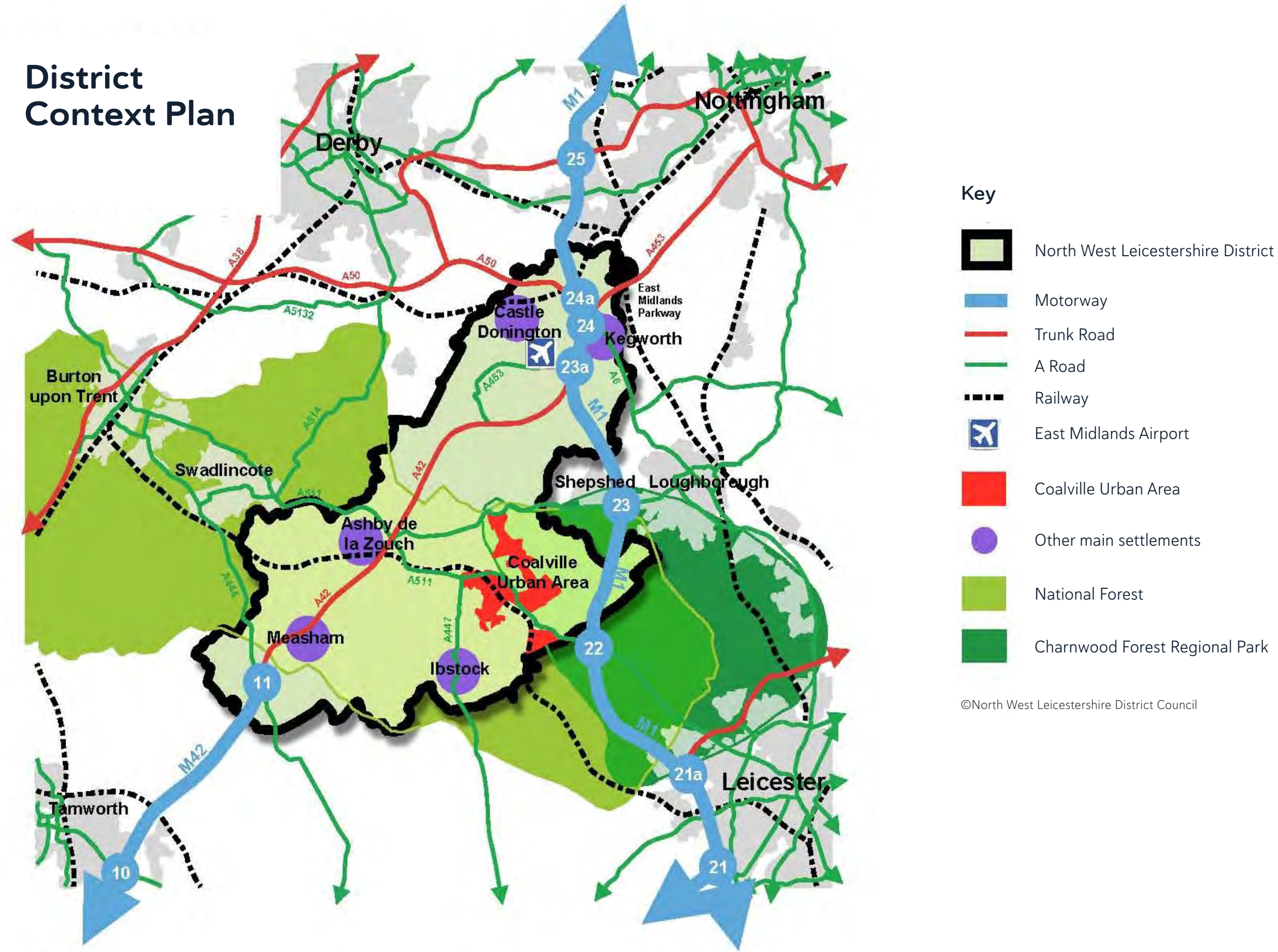




# PLANNING POLICY CONTEXT

2

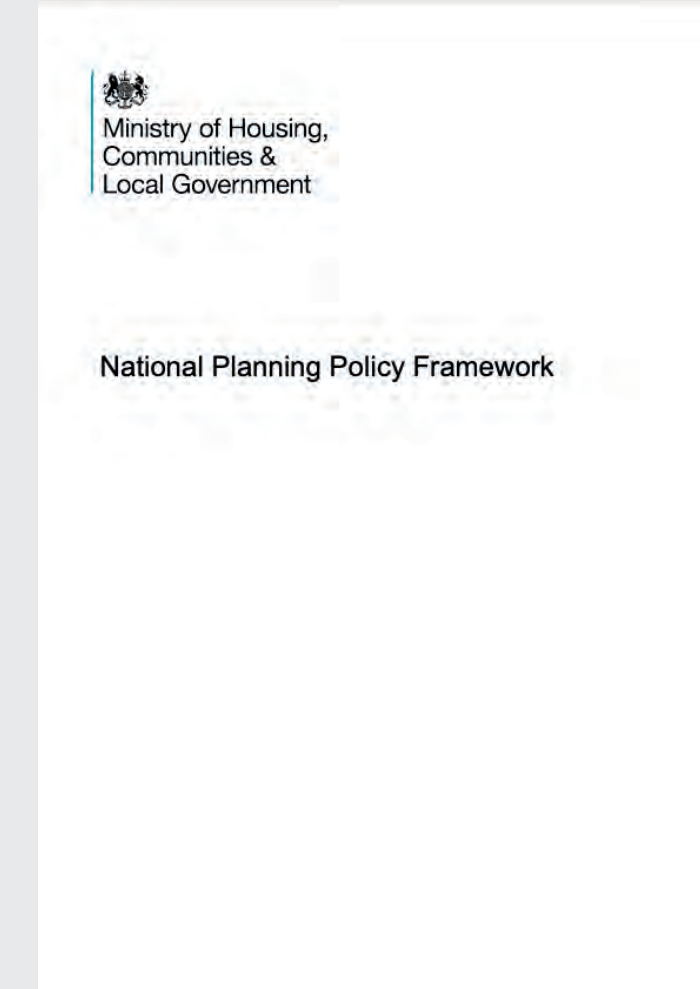
## District Context Plan



# PLANNING POLICY CONTEXT

## National Policy

2.1 The latest National Planning Policy Framework (NPPF) was updated in December 2023. The Government recognises that the planning system should be genuinely plan-led, with succinct and up-to-date local plans providing a positive vision for each District; a framework for addressing housing needs and other economic, social and environmental priorities that span a minimum 15 year period from adoption.



2.2 The NPPF requires local authorities to identify a sufficient amount and variety of land, that can come forward where it is needed, to support the Government's aim of significantly boosting the supply of homes. To determine the number of homes needed a local housing need assessment is required, conducted using the 'standard method'. This standard method identifies a local housing need for North West Leicestershire District of 372 dwellings per annum, including an uplift to take account of market signals and affordability. The Planning Practice Guidance states that 'the standard method identifies a minimum annual housing need figure. It does not produce a housing requirement figure'. For example, any needs that cannot be met within neighbouring areas should also be taken into account.

## Current Development Plan

- 2.3 The North West Leicestershire Local Plan 2011 to 2031 provides the current planning policies for the district. The Local Plan was adopted in November 2017 and a partial review completed in March 2021.
- 2.4 Policy S1 of the adopted Local Plan commits the District Council to progressing a replacement Local Plan (the Substantive Review), to be submitted for Examination within 18 months of the date of whichever is the sooner of either:
- A Statement of Common Ground (SoCG) being agreed by the HMA/FEMA authorities; or
  - 21st May 2021
- 2.5 A Neighbourhood Development Plan has not been prepared in respect of Heather parish.

## Local Plan Review

- 2.6 North West Leicestershire District Council has commenced the Substantive Local Plan Review. The review will update the adopted Local Plan 2017 (as amended by the Partial Review) and is intended to cover a plan period to 2040.
- 2.7 The Local Plan Review provides an opportunity for the Council to comprehensively review the vision, strategic objectives, development requirements, spatial development strategy and policies for shaping detailed development proposals. The review process will also ensure consistency with the new National Planning Policy Framework (NPPF), which seeks a requirement for local planning authorities to keep their Local Plan up to date by undertaking a review at least every five years.
- 2.8 The Council has previously identified a number of housing growth and growth distribution options recognising that the higher scenarios (512dpa and 730dpa) perform the best and are most likely to cover the future requirements of the District until such time as the issue of the redistribution of unmet need from Leicester City has been agreed.
- 2.9 A SoCG relating to Leicester City's unmet needs has now been agreed and a proposed housing requirement of 685 dwellings a year has been identified by the Council.
- 2.10 A range of spatial distribution options have previously been identified which vary the levels of growth focused to settlements, including the Sustainable Villages which includes Heather.
- 2.11 The Draft Policies and Allocations affords limited growth to Sustainable Villages with a single housing allocation for 32 homes afforded to Heather.



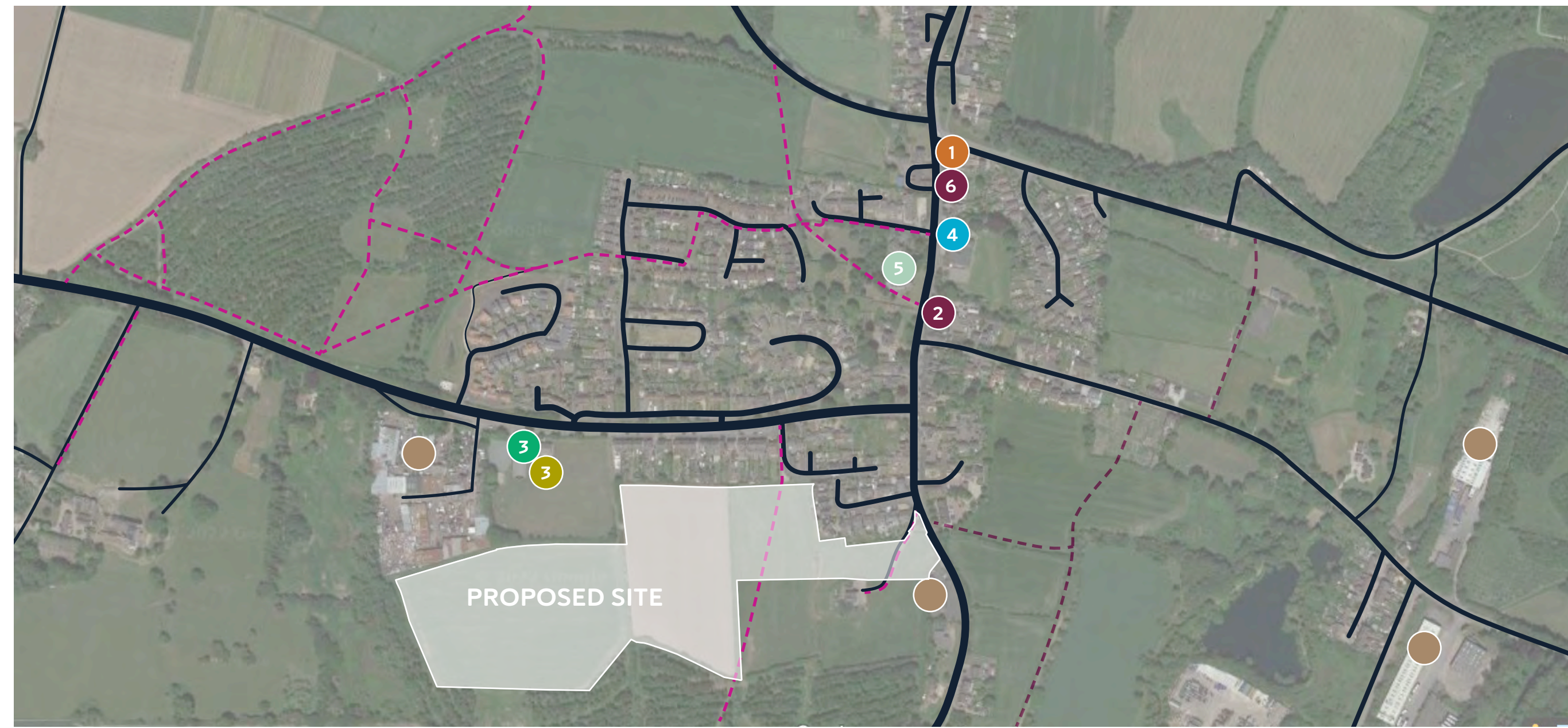
# THE SITE AND SURROUNDING CONTEXT

3

# THE SITE AND SURROUNDING CONTEXT



1 Local convenience store    2 The Crown Inn Public House    3 Heather Village Hall/playing field    4 Heather Primary School    5 St John the Baptist Church    6 Queens Head Public House



**Key**    Employment    Public house    Community facility    Equipped play area    Educational    Retail    Place of worship    Public right of way

Fig 3.1: Local Facilities Plan

## Land South of Heather

3.1 The site is located to the south of Swebstone Road and the east of Newton Road. The site comprises four agricultural fields. The site is of Grade 2 and part Grade 3 agricultural land quality (Natural England regional records). The site is gently undulating with a slope down towards its southern boundary. There are mainly hedges to the field boundaries and there is a footpath running from Old Cow Sheds Drive across the site to the south. The site is within the National Forest. Adjacent uses include residential dwellings to part of the northern boundary and to the east, an industrial estate to the north west and public open space and play area associated with Heather Village Hall to the north. There is agricultural land to the south of the site.

## Sustainable Transport

- 3.2 The site is located within the Sustainable Village of Heather. Within 1km distance from the centre of the proposed site are a range of services and facilities including the adjacent Village Hall with associated play and sports provision, Heather Primary School, a convenience store, two pubs and St John the Baptist Church. These facilities can be accessed via footways along the local highway network and traffic-free public footpaths.
- 3.3 National Cycle Route 52 runs along Newton Road in a north-south direction to the eastern edge of Heather. NCR 52 links Warwick with Coalville, via Coventry and Nuneaton.
- 3.4 Whilst there is currently no bus services operating through Heather, Demand Responsive Transport is available Monday to Friday (8am to 5pm) providing connectivity to higher order services and facilities within Ibstock and Coalville.

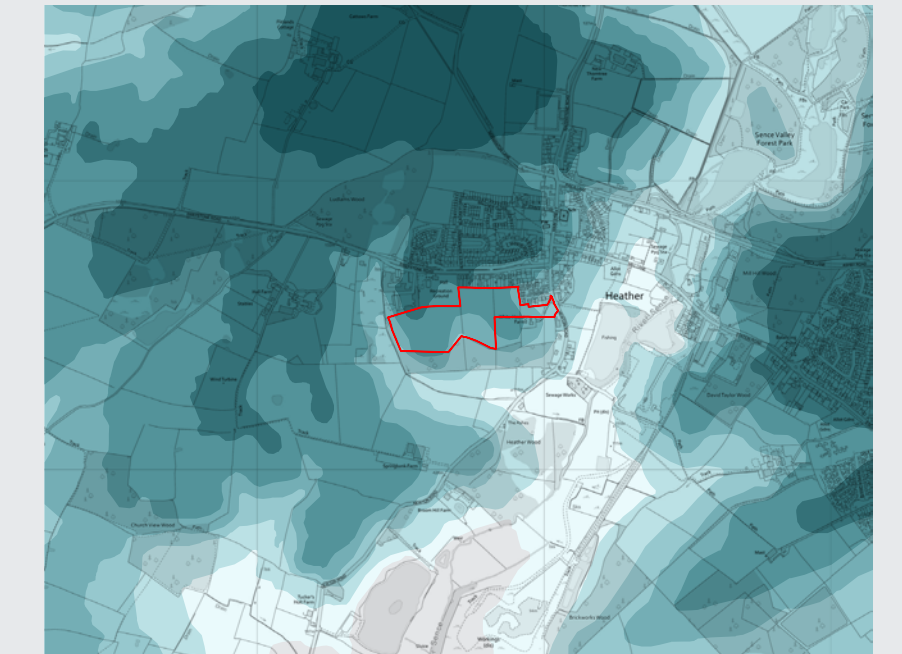
## Topography

- 3.5 A detailed topographic survey was undertaken by NJC Surveys Ltd dated June 2021 which identifies that the site generally falls from north to south.
- 3.6 For the purposes of describing the Site's characteristics, the Site has been broken down in to 3 parcels as shown in Figure 3.1. The existing most western parcel of the Site has a high point of 129.44m AOD located along the middle of the northern boundary. Levels then fall away from this high point to 118.88m AOD in the south-west and 120.59m AOD in the south-east of the Parcel where there is a ditch present.
- 3.7 The central parcel also slopes from the north to the south-west corner where a ditch is identified, from a level of 129.95m AOD to a level of 121.01m AOD.
- 3.8 The eastern parcel falls from west to east from a level of 125.61m AOD to a level of 116.54m AOD.

## Landscape and Visual

- 3.9 To the south Heather is viewed as a modern settlement extending east to west across the ridgeline. The existing properties fronting Swebstone Road are viewed across the woodland setting at the southern boundary of the site, with the site substantially contained from view. To the south the landform falls into the valley setting of a local watercourse that forms part of the wider catchment of the River Sence before rising towards a southern ridgeline at Springback Farm. The local setting of landscape and settlement is typical of the Coalfield landscapes.

Fig 3.2: 1m DTM LiDAR Extract



Site boundary    105m to 110m AOD    110m to 115m AOD    115m to 120m AOD  
120m to 125m AOD    125m to 130m AOD    130m to 135m AOD    135m to 140m AOD

- 3.10 To the west of Heather is an existing industrial estate. The buildings within the industrial estate are generally quite low and a mature landscape setting provides containment limiting its effect on the setting of the wider landscape.
- 3.11 To the south of the site is an area of maturing woodland that appear typical of the wider setting of National Forest planting that has altered the character of the Coalfield landscapes over the last 25 years. This area of woodland has matured to provide a relatively high level of containment to the site, separating it from the wider valley setting. It also provides screening to the existing settlement edge in views from the south.

## Landscape Designations

3.12 The site is located at the immediate southern settlement edge of Heather and is not the subject of any environmental designations that would suggest an increased value or sensitivity to change. The site is also not the subject of any statutory or non-statutory designation that would prohibit its development for residential purposes and does not contain features that are considered to be of notable value.

## Landscape Setting

3.13 At a national level the Natural England Character Area Profile study identifies the site as being located within the Leicestershire and South Derbyshire Coalfield (NCA71). A number of the key characteristics associated with this character area are visible in the landscapes surrounding the site, notably the presence of mining settlements, the mixed arable and pastoral setting of farmland, and emerging setting of woodland associated with the National Forest initiative.

3.14 At a local level the LSA includes a more detailed assessment of the landscape surrounding the key settlements within the District that includes Heather. Three sensitivity parcels are identified at the settlement edge that cover the northern fringes (16HEA-A), the southern and western fringes (16HEA-B) that includes the site, and the eastern fringes (16HEA-C). Parcel 16HEA-B is assessed as being of medium landscape and visual sensitivity to housing development.

3.15 This assessment finding alone is not indicative of the landscape and visual sensitivity of the site, or the wider immediate settlement edge of Heather. This assessment parcel extends to include the wider landscape setting of Heather Hall that artificially elevates the sensitivity of the site. Heather Hall benefits from a contained landscape setting to the west of the settlement that is both separate due to its wooded framework, and distinct due to its remnant parkland character that contrasts with the wider setting of arable farmland and maturing National Forest planting at the settlement edge.

3.16 Given that the landscape associated with Sweptone Road includes the site and recent housing development to the north it is clear that this landscape is of reduced susceptibility to change when compared to the landscape associated with Heather Hall and given the contained remnant parkland setting to the Hall it can be concluded that its increased sensitivity does not extend to the site or immediate settlement edge.

3.17 When considered in isolation the landscape and visual sensitivity of the site should have been correctly assessed in this report as medium-low sensitivity.

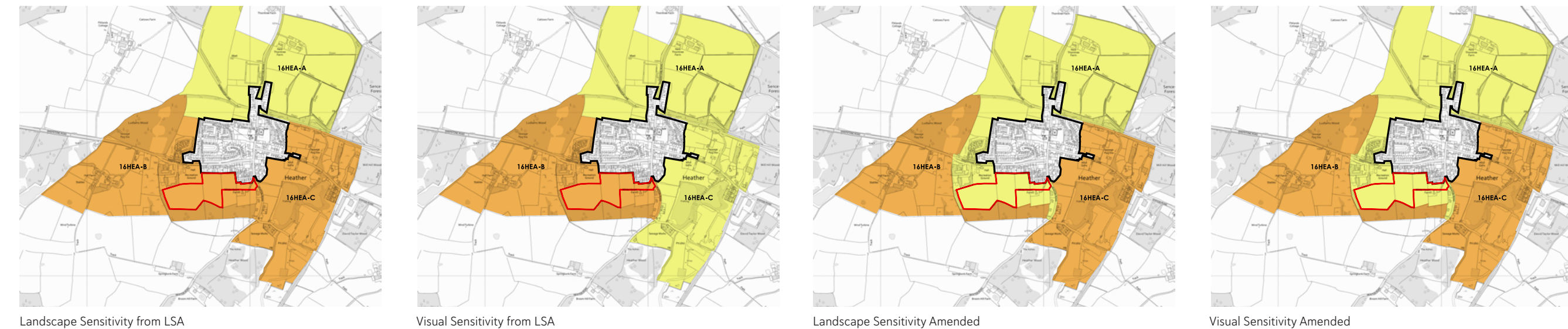
## Visual Setting

3.18 The landscape setting to the south of Heather is accessed via a network of public rights of way and local highways. Local receptor groups to the site include:

- Open views from the properties backing onto the site at Sweptone Road;
- Open views from the recreation ground and Heather Village Hall;
- Open views from the sections of public rights of way crossing the site;
- Open and filtered views from sections of Newton Road and associated properties to the east of the site;
- Open and filtered views from sections of the public rights of way to the east of the site; and
- Filtered views from sections of the public rights of way, Newton Road, and Springback Farm to the south of the site.

3.19 To the north the visual setting of the site is contained by the existing settlement edge at Sweptone Road.

Fig 3.3: Landscape Sensitivity



## Viewpoints



**View 1** - View from the recreation and Heather Village Hall to the south of Sweptone Road looking south-east

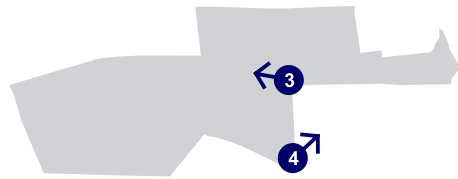
Taken from the recreation ground adjacent to Heather Village Hall looking out across the northern boundary of the site with the valley setting beyond. The established residential setting to the north of the site provided as backdrop to the site, as does the industrial setting to the north-west. White House Farm is visible within the site to the south-west. The wider setting of the site is framed by the maturing forestry planting at the southern boundary that partially screens views of the valley setting beyond.



**View 2** - View from public footpath Q60 at the north boundary of the site adjacent to Old Cow Shed Drive looking south

Taken from public footpath Q60 at the northern boundary of the site. The eastern field within the site sits slightly lower in the landscape, affording an established framework of settlement to the north and north-east. White House Farm is visible to the south with views of the wider valley setting to the south almost entirely screened by the intervening maturing woodland cover.

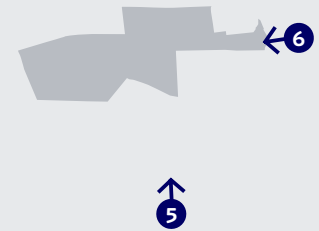




**View 3** - View from public footpath Q60 at the mid-slope of the site looking west towards Heather Village Hall and the industrial setting beyond  
 Taken from public footpath Q60 at the mid-slope of the site looking across the western field towards the industrial setting at the north-west corner of the site. The established residential setting to the north is openly visible, and Heather Village Hall is visible just above the field gate. From the mid-slope of the site there is a limited appreciation of the wider landscape setting.



**View 4** - View from public footpath Q60 at the southern boundary of the site looking north towards the modern settlement edge  
 Taken from public footpath Q60 at the southern boundary of the site looking back towards the settlement edge and White House Farm. The lower southern slopes of the site are visually contained affording a limited appreciation of the wider landscape setting.



**View 5** - View from public footpath Q60 approximately 330m from the site looking north  
 A key view taken from public footpath Q60 close to the junction with Newton Road. It is from this broad location that the view for consideration is identified in the LSA. From this location the site is contained by the setting of maturing forestry planting to the south that screens views of the existing agricultural land. This in turn foreshortens the view between the forestry planting and existing settlement edge with the site almost becoming hidden. If development for housing, the new properties would likely sit below the existing roofscape, substantially screened in wider views from the valley to the south. This would be the case even in months with limited leaf cover as illustrated in this view

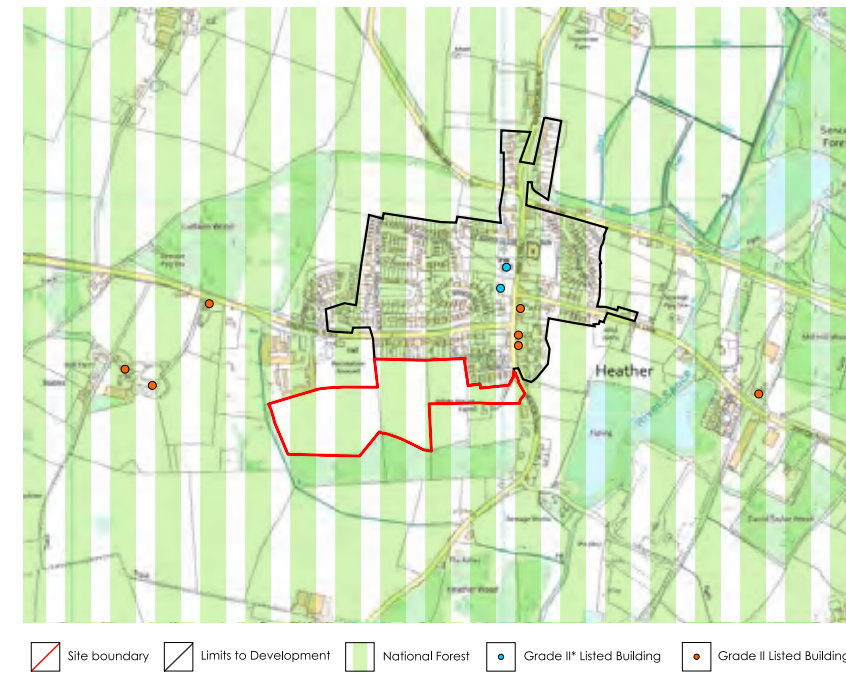


**View 6** - View from public footpath Q59 approximately 80m from the site looking east  
 Taken from public footpath Q59 to the east of the site and Newton Road. From this location the sloping farmland setting to the east of White House Farm is visible within the site, set within an established framework of residential and commercial development. Development within the site would be openly visible from this location altering the setting of the ridgeline to the west. However, this change would not introduce a new or visually discordant element, and instead alter the arrangement of existing features that currently define the visual setting of this landscape.

## Heritage and Archaeology

- 3.12 There are no designated or non-designated built heritage assets present within the site (see Fig. 3.4).
- 3.13 Heather Hall to the west of the site includes a Grade II listed 18th Century farmhouse and associated Grade II listed stables block and lodge. Heather Hall is relatively contained to its grounds as woodland, hedgerows and hedgerow trees encompass it.
- 3.14 Grade II Beresford House lies to the north east of the site and comprises a late 18th Century Farmhouse that has been converted into flats. The former farm buildings to the south of the former farmhouse are also Grade II listed and have now been converted to dwellings. Intervisibility between land south of Heather and these listed buildings is limited by intervening buildings.
- 3.15 An historic environment desk-based assessment has been undertaken by Orion. A review of the available evidence has confirmed that the site has the following potential, all of local-regional significance:
- A known potential to contain elements of a Prehistoric enclosure and a moderate potential to contain further Prehistoric features
  - A low potential to contain finds and features relating to the Roman period
  - A low potential to contain finds and features relating to the Saxon, early medieval, medieval and post medieval periods
- 3.16 Based upon the available evidence, below ground heritage assets are unlikely to represent a design constraint to proposed development of the site. However, given the potential for Prehistoric remains, a geophysical survey can be completed to further support any future application for development. Subject to the results of the geophysical survey, it is recognised that the LPA Archaeologist may request further investigation in the form of evaluation trial-trenching.

Fig 3.4: Listed Building plan



## Ecology

- 3.17 There are no designated ecological sites within the site boundary and no potential Biodiversity Action Plan habitats have been identified. A Great Crested Newt Survey or entry into the GCN District Level Licensing Scheme would be required. Development should include a 5m buffer zone along significant hedges, as part of open space, to ensure habitat continuity and retain connectivity.
- 3.18 The central and western field parcels are arable bounded and delineated by hedgerows. These hedgerows are ecologically valuable having a range of species and being thick and intact. The western field parcel comprises semi-improved grassland.
- 3.19 There are opportunities to protect habitats of highest ecological importance and enhance the site's importance for ecology and deliver biodiversity net gain through creation of new habitats in line with Local BAP targets within the multi-functional green infrastructure provision.

## Flood Risk and Drainage

- 3.20 The site lies wholly within Flood Zone 1 (see Fig. 3.6), outside the maximum extents of flooding during the 1 in 100 year (Flood Zone 3) and 1 in 1,000 year event (Flood Zone 2) from any nearby watercourses, including the River Sence which lies approximately 300m east of the site. Given the site location in Flood Zone 1, fluvial flood risk is considered low.
- 3.21 From a review of the publicly available, Long-Term Flood Risk - Flood Risk from Surface Water Map, the site is at Very Low Risk from Surface Water Flooding (see Fig. 3.7).
- 3.22 Based upon a review of readily available information, food risk from all sources is not thought to pose a significant risk to development.
- 3.23 A proposed surface water drainage strategy will be designed to include SuDS which aim to provide multifunctional benefits to the development site including limiting surface water flows to the existing greenfield discharge rates for all storm events up to, and including, the 1 in 100 year plus 40% climate change event.

## Other Matters

- 3.24 The site is within a Coal Development Low Risk Area and the area may contain unrecorded coal mining related hazards which will need to be reported if encountered during development.
- 3.25 The site is within a Minerals Consultation Zone and the County Council will need to be contacted regarding the potential sterilisation of the Mineral resource.

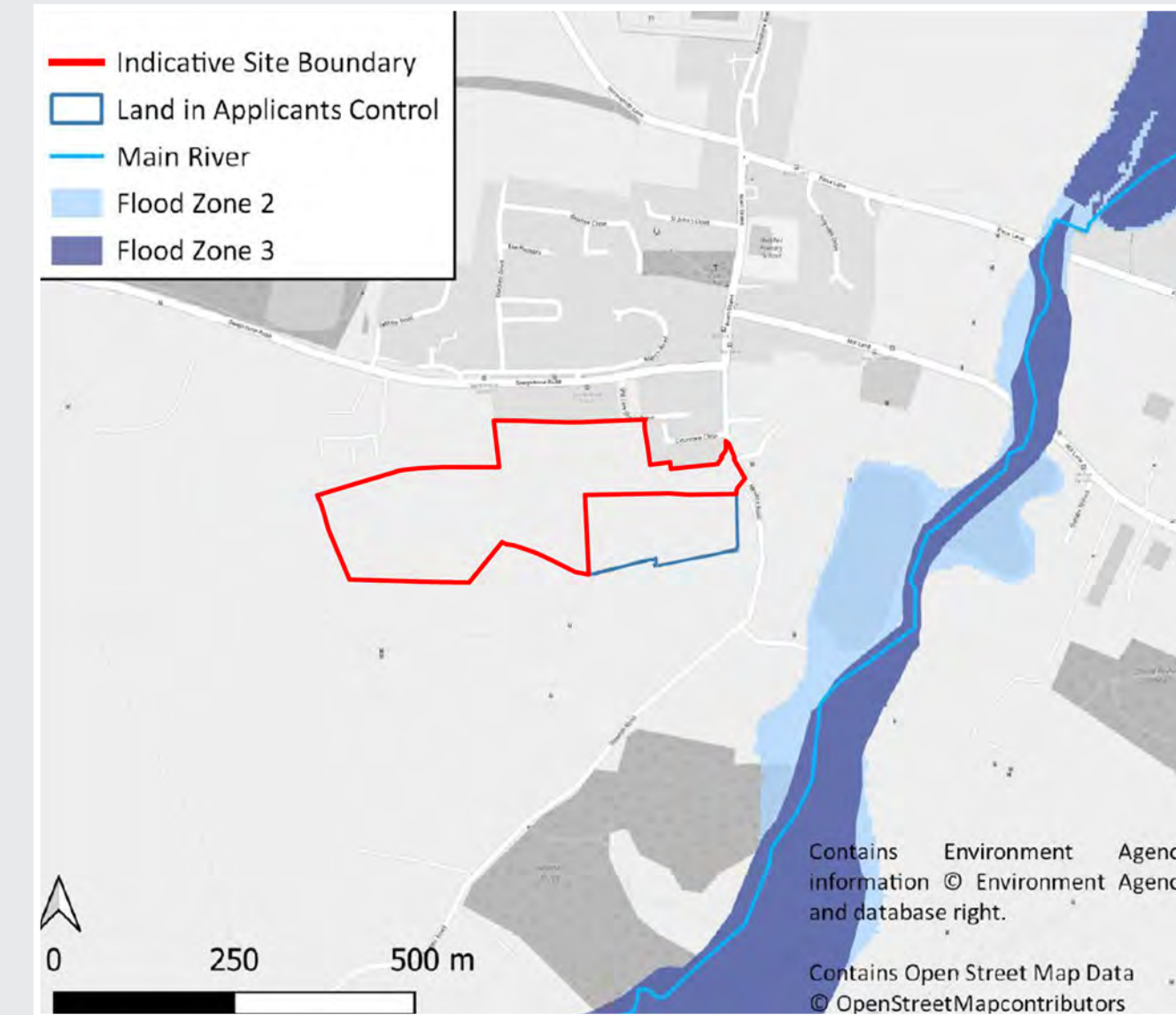


Fig 3.6: Flood Map

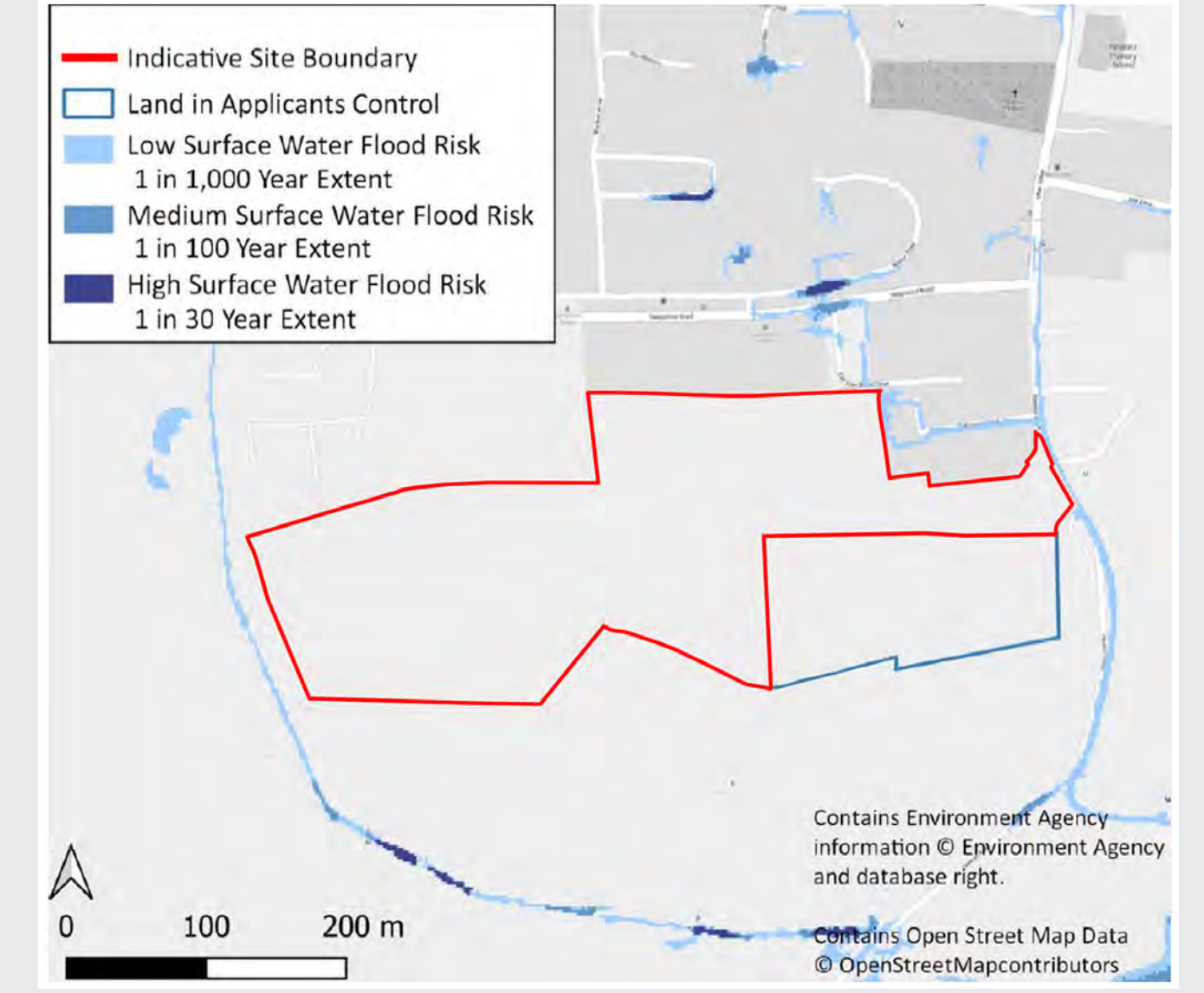


















Fig 3.7: Flood Risk



# EMERGING PROPOSALS

4

## Key

-  Site Boundary (7.03 Ha)
-  Illustrative Development  
3.40 Ha (circa. 115 dwellings)
-  Vehicular Site Access
-  Street (w/verge)
-  Street & Lanes
-  Shared Private Drives
-  Shared Surface  
Crossings and Feature Spaces
-  Pedestrian Priority Crossings
-  Retained Vehicular Access  
To dwelling outside site boundary
-  Public Right of Way
-  Pedestrian Routes
-  Pedestrian Connections
-  Play Space  
Local Equipped Area of Play
-  Active Pedestrian Routes  
Opportunities for Trim Trail
-  Drainage Areas
-  Illustrative Landscape Strategy

The drawing shows one way in which development could be progressed on-site following a review of the opportunities and influences.

Dwellings shown are illustrative and dependent on housing mix, it is therefore subject to change.



Fig 4.1: Concept Masterplan

# SITE VISION

## Development Quantum

- 4.1 The proposed development quantum equates to circa 115 dwellings in total.
- 4.2 The net development area of the proposal is approximately 3.40 hectares.
- 4.3 Taking into account the latest local housing needs evidence and contextual analysis, an average density of 34 dwellings per hectare has been applied.
- 4.4 The proposed density allows for the creation of a sustainable and balanced residential development, comprising a mix of house types and tenures. In accordance with the most up to date housing needs assessment.
- 4.5 Lower density residential development is proposed to be located along outer edges of the development, with outward facing frontages facing onto green corridors and landscaped greens, ensuring edges of the development remain soft.
- 4.6 All development parcels are outward facing, providing natural surveillance of new landscaped greens, green corridors and adopted roads.
- 4.7 The development will comprise character areas incorporating house types, materials and landscape designs which draw upon the local vernacular of Heather, reflecting the sites landscape surroundings.

## Access Strategy

- 4.8 Vehicular access into the development will be provided via a new access off Newton Road.
- 4.9 The existing farm track to White House Farm is to be stopped up to vehicular traffic at Newton Road and realigned to form a junction with the development access.
- 4.10 Provision is made for the creation of a hierarchy of streets, ranging from principal tree lines routes to secondary shared surfaces and tertiary lanes and drives.
- 4.11 The arrangement of new streets and routes is influenced by the landform of the site.
- 4.12 A comprehensive network of pedestrian and cycle routes are proposed within the development, also providing a potential link to existing play and sports facilities adjacent to Heather Village Hall.
- 4.13 Existing Public Rights of Way (PRoW) are incorporated within the proposal.

## Landscape and Open Space Strategy

- 4.14 A robust framework of green space is proposed at the southern boundary of the site, securing a wide offset between the woodland and development that can accommodate a variety of new habitats and leisure recreation opportunities allied to the existing network of public footpaths and permissive paths. This framework will secure a biodiversity net gain for the development, as well extend the network of accessible greenspace available for the local community. Features such as trim trails, a play area and community orchard will form part of an extended network of greenspace connected to the village hall and recreation ground.

- 4.15 The opportunity exists to create a second smaller green at Old Cow Shed Drive where public footpath Q60 enters the site. This will allow development to front the existing streetscape, creating an attractive setting and inviting gateway to users of the public right of way. It will also provide an offset between the proposed housing and the lower bungalow/lodge setting at the end of Cotsmore Close.
- 4.16 The main highway access is proposed from Newton Road to the east of the site. It is the intention to restrict development from the eastern extent of the site, retaining the setting of White House Farm, and protecting wider views from the surrounding countryside where the sloping eastern edge of the site is visible. This space will secure further accessible greenspace with new play facilities and sustainable drainage/wildlife ponds set within a gateway landscape to the development.
- 4.17 To make the most efficient use of the land within the site some hedgerow loss may be required. However, any loss can be fully mitigated through the reinstatement of historic boundaries lost to farming intensification.
- 4.18 The existing village hall and recreation ground is located to the south of Newton Road with development to the north, east and west. The site current forms an open boundary, but development presents the opportunity to create a more formal green setting to this asset framing it within the settlement. The development can also provide further upgrades to facilities and management in a similar way to the recent development to the north.
- 4.19 In summary, the scheme provides a range of new open spaces, including:
  - Community orchard
  - Locally-equipped area of play (LEAP)
  - Trim trail
  - New network of recreational paths providing access to existing village play and sports facilities

# KEY BENEFITS

4.22 The proposed scheme will deliver circa 115 dwellings and will generate a number of economic, social and environmental benefits, both during the build phase and once the homes are built and occupied. These benefits are outlined below:

CONSTRUCTION	 <h3>Temporary employment</h3> <p>Over the expected 2.5-year build time frame, an estimated 128 temporary jobs could be supported per annum. This includes on-site jobs and employment supported in the wider economy via supply chain effects. Construction supports around 3,500 jobs in NW Leicestershire<sup>1</sup> and the sector is likely to see new employment opportunities created by the scheme.</p>	OPERATIONAL	 <h3>Attracting economically active people to North West Leicestershire</h3> <p>It is estimated that 139 economically active and employed residents could live in the new homes, of which around 52% could be working in higher value occupations.</p>
	 <h3>Contribution to economic output</h3> <p>The build phase could generate around £20.1million (current prices) in gross value added, which is a proxy for economic output.</p>		 <h3>Generating additional expenditure</h3> <p>Annual household expenditure from the scheme is estimated to be around £3.4million, of which approximately £1.5million is estimated to be spent on food &amp; drink, leisure etc. This could support around 10 jobs in the wider economy.</p>
SOCIAL	 <h3>Circa 115 new homes</h3> <p>To support a balanced housing market by providing open market choice, including additional homes for younger people, an ageing population and families.</p>	ENVIRONMENTAL	 <h3>'First occupation' spend</h3> <p>Research suggests that the average homeowner spends approximately £5,000 to make their house 'feel like home' within 18 months of moving in<sup>2</sup>. Applying this to the 120 dwellings gives an estimated £575,000 in first occupation spend.</p>
	 <h3>Affordable Homes</h3> <p>The provision of 35 additional affordable homes (based upon current affordable housing policy). This will assist in meeting the affordable housing need of 41 dwellings for Heather identified within the Local Housing Need Assessment.</p>		 <h3>Council Tax revenue</h3> <p>Once built and fully occupied, the scheme is estimated to generate approximately £228,000 on an annual basis in Council Tax payments, or around £2.3million over 10 years at 2022/23 rates<sup>3</sup>.</p>
	 <h3>High Quality Open Spaces</h3> <p>The provision of over 3.5 hectares of new publicly accessible open space to include the provision of new equipped play areas, trim-trail and community orchard. These high quality open spaces provide amenity value and opportunities for residents to meet up and socialise.</p>		 <h3>Biodiversity</h3> <p>The proposal provides an opportunity to achieve a 10% biodiversity net gain through the strengthening of existing and creation of new habitats.</p>

<sup>1</sup> Based on data from the 2020 Business Register & Employment Survey, published by the Office for National Statistics. <sup>2</sup> [https://www.hbf.co.uk/documents/7876/The\\_Economic\\_Footprint\\_of\\_UK\\_House\\_Building\\_July\\_2018LR.pdf](https://www.hbf.co.uk/documents/7876/The_Economic_Footprint_of_UK_House_Building_July_2018LR.pdf)

<sup>3</sup> Assumes the homes fall in Band D for Council Tax in Heather, North West Leicestershire, which is £1,982.21 as of 2022/23.

**BLOOR HOMES**<sup>®</sup>



Prepared by Evolve Planning & Design Ltd  
on behalf of Bloor Homes in March 2024.

Project code EP043  
Document ref EP043\_PromoDoc\_150324  
Contact: Neil Cox





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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name		
Last Name		
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)

I object to the allocation of land for a new settlement (IW1) and for warehousing/industry (EM90). The proposed developments will individually and, more particularly collectively, have a devastating effect on the Conservation village of Diseworth. They will result in the loss of the rural and historic amenity of our village by eroding the green space surrounding us that gives us our identity and which we all use and enjoy. If allowed to proceed these two proposals together with other existing, approved and proposed developments around the airport, the racetrack, Castle Donington and Kegworth will result in our village being incorporated into a vast built up area extending beyond the A50 and along the A453 towards Ratcliffe power station. The green space that we currently have separating the village from the airport/ racetrack/SEGRO etc development is the absolute minimum required to protect us from any further erosion of our amenities. The level of noise, air, light and river pollution we currently experience as a result of the existing developments will be exacerbated by the proposals, as will the extent and frequency of flooding incidents. Furthermore, the village will experience increased levels of through traffic as more drivers attempt to avoid the already congested motorway junctions. This will be a particular problem during the period of extensive road remodelling/construction that will be required to accommodate the two developments proposed.

The allocation of these sites (either individually or collectively) conflicts with other laudable policies in the Draft Local Plan that seek to protect the natural environment and the character of the 'sustainable villages'. For example, Policy AP5 - Health and Wellbeing is designed to complement those policies in the LP which guide the location and design of new development. In particular, AP5 states the importance of ensuring that land uses are compatible. It seeks to ensure that development 'maintains and improves the health and wellbeing of 'our' residents'. Amongst other things it seeks to 'promote and increase access to and protection and improvement of green spaces' and 'to prevent negative impacts on residential amenity and wider public safety from noise, ground instability, water contamination, vibration and air quality'.

EMP90, in particular, does not comply with this policy. The construction of 30m high warehousing on open agricultural land immediately adjacent to, and on land higher than,



the village is not a compatible land use and will adversely affect the residential amenities of the residents as referred to above, rather than 'improve our wellbeing'.

The allocation of land for development is supposed to be a plan-led process. The EM 90 site appears to have been self-selected' by the airport and Segro for late inclusion within the larger Freeport area, which itself has not been the subject of any public consultation and which has included land having no regard to its impact on existing communities. The Freeport designation should not override the valid planning objections that exist to the development of the EM90 site. It would appear that the District Council itself has reservations regarding the suitability of this site given the wording of para. 6.7 of the 'Proposed Housing and Employment Allocations for Consultation' document which refers to 'significant concerns and uncertainties'.

Inclusion in the Freeport may also confer freedom from certain planning regulations/control for the future occupants of the site, which is worrying given it's proximity to the village.

IW1 seeks to establish an entirely new settlement, similar in size to Castle Donington, immediately to the west of Diseworth. I do not consider this to be an appropriate location to accommodate Leicester's unmet housing need. My understanding of the Government's standard method is that the purpose of the additional housing requirement for the largest cities is the targeting and development of brownfield sites within those cities, not the development of new settlements in the countryside. The development of this site on the scale proposed will result in additional noise, light and air pollution for the residents of Diseworth. It will increase the likelihood and frequency of flooding in the village and will result in an increase in traffic through the village.

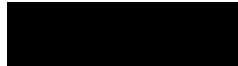
In conclusion, the impact that the development of these sites will have on the village of Diseworth is unacceptable. What is now a small conservation village set within an

## Declaration

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

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

Signed:



Date:

15 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](mailto:planning.policy@nwleicestershire.gov.uk) or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW**

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Max	
Last Name	Crosby-Browne	
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.

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	x	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Use this box to set out your response.

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

Comments in response to the potential location for the Freeport development (EMP90).

- Diseworth is identified as a Sustainable Village in the current adopted Local Plan (Adopted Written Statement 2021) which references the need to conserve NWLDC's rural heritage and heritage assets (Objective 10). There is nothing in the Draft Local Plan that identifies a proposed change to this status.
- As such, a Sustainable Village is one where a limited amount of growth will take place within the defined Limits of Development.
- This proposed development will remove a major section of the surrounding countryside which separates Diseworth from nearby commercial/industrial developments and will make a physical bridge between the village and the A453, existing EMA site and the Moto Services.
- It is not possible for you to ignore the wider proposed development of the Freeport which has already publicly identified the land south of EMP90 between Hyams Lane and Clements Gate/Long Holden.
- One of the powers enshrined in the Freeport legislation is the ability to designate any development within 45kmn as being part of the Freeport and benefitting from its incentives to business.
- The proposed development is both "lazy" as it grabs agricultural land that already sits within ownership control of Freeport partners, and is a simple commercial gain for EMA/MAG which would not be considered for development/planning approval if it wasn't for the umbrella that the Freeport status confers.

- Your drafting of this Local Plan states that "We do consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be unacceptable based on the current extent of the designated Freeport land". You therefore had no justification in including this land in the Plan.
- You should reject this site for development and tell the Freeport to work harder at finding land, within their 45km designation, that meets key criteria for developing economic regeneration whilst balancing environmental protection and the need to protect Sustainable Villages and the wider heritage of NWLDC.

### 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.

Signature

Date:

16/3/24.

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	Personal Details	Agent's Details (if applicable)
Title	MRS	
First Name	SHARON	
Last Name	CROSBY-BLOWNE	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street		
Town/Village		
Postcode		
Telephone		
Email address		

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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?  EMP90		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) My concerns are:

- Wrong location of site which will lead to increased traffic on already busy roads owing to airport
- Village will be destroyed + be part of a huge logistics park
- Increase in flooding which is already a major issue in the village causing distress to villagers, drivers + cyclists
- Continuous noise + light from site affecting health + well-being
- Biodiversity is abundant in the land surrounding the village which will be destroyed by this development



goes ahead and can never be replaced. This is wrong and unacceptable.

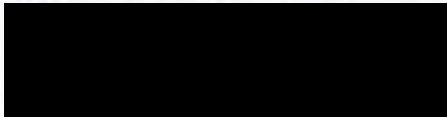
- Pollution will increase along with littering + pickup problems
- This land cannot be developed due to freeport status - it is not democratic.
- Imperative you adhere to Local Plan which states impact on heritage, landscape + amenity is unacceptable based on designated freeport land.
- Therefore I ask NWLDC not to include the EMP90 site for potential development.

### Declaration

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

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

Signed:



Date: 16 / 3 / 2024

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Louis	
Last Name	Della-Porta	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[REDACTED]	
Street		
Town/Village		
Postcode		
Telephone		
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2. Please state which section (for example, page/paragraph number/policy/allocation/Limits to Development change) of the consultation document your response relates to.



Dear Sirs,

Following your presentation of your local plan in Diseworth recently where you have invited comments, after reading the plans in detail, I would like to set out my concerns.

I understood Local Plan might be updated every 5 years or so, but seems we have a significant re-write in only 3 years. Any plan reduces its credibility if it can be changed so frequently, it becomes more of a status report than a plan from which strategic needs are identified and from which implementation decisions are formed. I understand though that this rapid draft revision has somewhat been imposed upon NWLDC by outside influences.

With respect to the large Isley Woodhouse development and allocated industrial development sites either side of Diseworth, the location of these sites has come about due to the simple fact that the farmers/landowners are prepared to sell the land for development. This does not, though represent a crafted strategy based on local need, and as a plan is it purely opportunistic in nature bowing to the

diktat of central government and pressures of developers including the undemocratic, unaccountable quasi-public/private Freeport. The impacts on Diseworth will be significant and disastrous on many counts: quality of life, pollution, flood risk, loss of rural amenity and setting, loss of landscape etc, outweighing the advantages: possible close by shop, additional employment opportunities.

In how the justification and land allocation has come about, it comes across very clearly that NWLDC is being pushed around by Leicester County and City Councils, Freeport and Dept of Levelling Up. Their views are dominating this plan rather than the needs of people living within NWLDC. So much so, that local consultant has been scant and to date a tick box exercise. We have been told this is happening whether you like it or not. This represents a truly sad day for NWLDC and its constituents to whom it serves. Outside vested interests are over-riding NWLDC's democratic mandate.

**[Reg 18 Policies]** The Plan's forward states: *'A good Local Plan makes sure that decisions about the future of North West Leicestershire are made here in the district and not by others.'* If this statement were true, then the significant scale of housing from Leicester City would not be in this plan and the Freeport demand for B8 large scale sheds would not be in this plan. We have been told that if these allocations are not in the plan, then the plan will not be approved. So by your own definition this is not a good plan.

This is a real strategic concern as it risks NWLDC not being able to carry out its duties to balance the needs of its communities and residents against overpowering commercial and political interests in a fair and equitable manner. If the two large developments either side of Diseworth get sanctioned without any serious question or check and balances, then NWLDC will have failed (and be seen to have failed) against their own existing policies and statutory duties. The idea that national interest should, by default, trump local interest without recourse or sensible check and balance, is an unsafe premise worthy of challenge.

Possibly without intention, this Local Plan sets up a combative path where the powerful political and commercial interests are pitted against small rural communities such that any meaningful checks and balances through the planning process are most at risk of being swept away under the blunt undemocratic instrument of 'Freeport' or central government broad stroke 'levelling up' brush. Neither Freeport nor Central Government will look after local interest or sensibilities, NWLDC is mandated to do so.

It is difficult to support the recent re-writing of the Local Plan on this basis. This is a real shame, as supporting good development for our region should be welcomed. Unfortunately, these two particular developments are of such a large scale in the wrong location that they are profoundly bad developments destroying the rural locale in its entirety.

If the Local Plan looked at needs in its region without wider political and commercial distortion, then the Plan would be very different in its recommendations. There would be good appropriate development, at the right scale in the right place. The plan has come about without any serious local consultation and presented as a 'fait accompli'. This is deeply undemocratic and does not factor in the views of the local population in any meaningful way.

**[Reg 18 Policies 3.21]** states *“the Strategic Growth plan is non-statutory”*, and 3.17. states *“All local authorities have a legal duty to co-operate when preparing their local plans and this duty will be tested in the Local Plan examination.”* There does appear to be a pathway whereby NWLDC can co-operate but not to absorb **all** development demands from other local councils and Freeport. The balance is wrong in the Diseworth locale. We need developments far smaller in scale which are appropriate to the area and able to balance with environmental and rural policies.

Into detail as to why Isley Woodhouse and industrial developments either side of Diseworth are bad developments:

These developments are simply too large in size and scale for the locale, the developments will transform a rural environment with a conservation village into an industrialised urban conurbation, with corresponding destruction of environment, wildlife and nature (contrary to NWLDC relevant policies), destruction of heritage of a sustainable village (in all but name), again contrary to relevant NWLDC policies.

In particular, over 200 hectares of land adjacent to Diseworth – representing two thirds of the natural rainwater runoff catchment area into Diseworth Brook will be concreted over with hard surface infrastructure and buildings. As Diseworth Brook runs through the heart of the village and is a fast flow reacting brook, the risk of increased frequency and scale of flooding in the village is unavoidably increased due to these developments. The scale of contributory flood risk from these developments will be such that mitigation will almost certainly not be economically viable. If these developments go ahead, then NWLDC will have relinquished its duty of care and knowingly condemned Diseworth and down stream Long Whatton to much higher material risk of serious flooding, with consequent increased damage to property. To knowingly allow this to happen could open NWLDC to litigation.

Leicester County Council are active in implementing significant, and expensive, flood mitigation around Diseworth and Long Whatton, these proposed developments would negate any improvements.

Regarding the proposed scale and location of the Isley Woodhouse it seems it is based not on local housing need within NWLDC but as a demand for overspill housing demand that the City of Leicester claim cannot be met within its own borders. It is Leicester City’s responsibility to house its residents not that of a district authority 25 miles away. This is a strategically poor idea that does not stand up under close scrutiny. **How has NWLDC challenged the veracity of City of Leicester’s claims that they cannot build enough homes for their own citizens? Has NWLDC accepted the housing shortfall on face value?** As the Leicester Strategic Growth Plan is not statutory, then it is not incumbent on NWLDC to accept it in it is totally and should push back on the scale of demand to build City houses in NWLDC area.

Building the City houses 25 miles away - is this a sound strategy? To offshore that many homes will break

up communities within Leicester and promote significant daily work commuting and family visits via increased M1 car journeys. The demand for housing is in Leicester not 25 miles away. Where is the evidence to support the premise that displacing the City's housing demand will solve the City's shortfall. What percentage of City residents would actually move 25 miles away? If they were prepared to move that far, then they would already be doing so. Where is the evidence of this behaviour? The premise to absorb displaced housing demand so far from need is strategically unsound.

Regarding the scale and location of allocated site for industrial developments next to Diseworth, it seems the proposed acreage of warehouse sheds is not connected to local need at all. The proposed site allocation concentrates the majority of industrial shed demand for across Leicestershire in one location placing a disproportionate burden on local infrastructure. It appears the site allocation is a result of EMA/SEGRO opportunistic land grab rather than a response to a defined and demonstrable demand. It makes far more strategic sense to build the industrial units close to existing areas of population where there is real demand for jobs. This area of NWL has a low unemployment rate and is adequately served for job demand with the existing large scale Gateway industrial sheds at the Northeast end of the airport.

The proposed developments being greenlighted by this Local Plan will clearly lead to overdevelopment which will bring long term structural and environmental difficulties to this rural region, which ultimately NWDLC will have to bear the burden of rectification for.

As the proposed developments either side of Diseworth are so disproportionate in scale to the locale, it is imperative that in planning consultation and decision-making process, that all developments around the village need to be considered in their totality to understand and mitigate the cumulative effect on the environment, impact on residents, pollution, transport infrastructure, flood risk, etc. To deal with each application separately and independently will be a disaster for the area and will implicitly encourage separate applications for the very purpose reducing baseline liabilities. We are beginning to see this, where the single proposed industrial development scoping application is now being submitted into smaller separate applications.

**[Reg 18 Policies]** The Plan's foreward states *'As we move forward, we face many challenges. These challenges are many and varied; a growing population, a shortage of homes, addressing the impact of climate change, revitalising our town and local centres, delivery of new infrastructure, providing more jobs whilst also protecting the environment and heritage of our district. These challenges are not mutually exclusive, and we must set out how our district will respond to them in a balanced way.'* The Plan in its current draft form does not achieve this in a balanced way with regard to the housing and industrial development allocations either side of Diseworth. The scale of planned growth needs to be spread more equitably across the region. New employment opportunities should be created where people live.

**[Reg 18 Policies 4.2]** states: *'To meet these needs the development strategy aims to direct development to locations that provide access to jobs, services, infrastructure and where there are alternatives to the private car, whilst also recognising the need to protect the countryside.'* The proposed developments around Diseworth specifically exploit motorway infrastructure where there is no alternative to the private car and at the same time destroys 200 Ha of countryside. This strategic aim is in complete contradiction to the plan's details for the Diseworth locale. Over 17 Km of native hedgerow could be lost, even if some of the hedgerow is retained, the ecology around the hedges will be destroyed losing most of it's

biodiversity value.

**[Reg 18 Policies 4.3]** states: *‘Enable the health and wellbeing of the district’s population. [Enabling health and wellbeing]’*. With regards to parish of Long Whatton and Diseworth the proposed developments will have exactly the opposite effect.

**[Reg 18 Policies 4.3]** states: *‘7. Ensure new development mitigates for and adapts to climate change, including reducing vulnerability to flooding, and contributes to reduced net greenhouse gas emissions to support the district becoming carbon neutral by 2050. [Mitigating for and adapting to climate change].’*

The proposed scale of development in Long Whatton and Diseworth with loss of 100 Ha of ancient farmland, will not by definition deliver to these stated aims. Flood risk will significantly increase, unless very carefully mitigated. Greenhouse gases will rise with significant vehicle increase from Isley Woodhouse and Industrial Development East of Diseworth. Loss of countryside land to building development will reduce greenhouse gases absorption and release significant greenhouse gases, all working against carbon neutrality.

With respect to flood risk, both land allocations for development either side of Diseworth will result in significant hard-surface creation over water catchment area into Diseworth Brook. Diseworth has a history of flooding and material damage to property due to the Brook being highly reactive as it passes through the centre of the village. To mitigate flood risk the whole water catchment area feeding the brooks need to be evaluated as a single, dynamic system (to avoid unintentional consequences), so I highly recommend:

**The Local Plan must clearly set out a policy framework to assess and manage the cumulative effects of multiple large-scale developments in a small locale.**

**[Reg 18 Policies 4.3]** states: *‘8. Conserve or enhance the district’s built, cultural, industrial and rural heritage and heritage assets and their setting. [Conserving and enhancing our heritage].’* Allowing a 100 Ha industrial park to be built right up to Diseworth village boundary clearly fails this aim. Erecting 27m high industrial sheds (as being proposed by EMAGIC/SEGRO) up to the boundary of a rural conservation village, really makes the principle to conserve that heritage impossible in any meaningful way.

**[Reg 18 Policies 4.3]** states: *‘9. Conserve and enhance the district’s natural environment, including its biodiversity, geodiversity, water environments and landscape character, notably the River Mease Special Area of Conservation, the National Forest and Charnwood Forest as well as its other valued landscapes and pursue opportunities for biodiversity net gains. [Conserving and enhancing our natural environment].’* Failing to reasonably protect areas outside the particulars stated is a failure of this objective. The ancient rural landscape around Diseworth is valued, perhaps not by developers, but certainly by residents in the locale. These two contrary demands on the land need to be balanced.

**[Reg 18 Policies 4.7]** states: *“The National Planning Policy Framework (NPPF) is clear that: “...to determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned*



for.” LCC does not have a neighbouring boundary to LCC, so in NPPF terms there is not a requirement for NWLDC to absorb there unmet housing demand.

**[Reg 18 Policies 4.7]** states: 4.11 *“However, account was also taken of where future employment growth was expected to occur and sought to achieve a better balance between jobs and homes. In view of the existing and projected strength of the economy of the district, this resulted in a significant increase in the need for housing to 686 dwellings each year.”* The Plan declares the significant uplift in housing demand is from the inability for LCC to build sufficient homes for its peoples, then declares the demand is coming from economic growth in NWLDC. Where is the evidence to support this? Part of the justification for the proposed scale of industrial development is to support Isley Woodhouse new town, and vice versa. This is a constructed demand driven by opportunistic development from EMAGIC and SEGRO, rather than any actual demand shortfall.

**[Reg 18 Policies 4.34]** states: *“Managing development in areas of countryside is fundamental to delivering the pattern of development as set out in our settlement hierarchy. The countryside also has an important role in providing the landscape setting to our settlements which contributes to their identity. The landscape of the countryside varies in character and appearance across the district. It is important that account is taken of these differences in considering development proposals in the countryside.”* The two large scale developments either side of Diseworth completely fails this policy.

I truly support good balanced growth and sensitive development, the proposals around Diseworth are demonstrably not good, nor balanced to the locale, nor to NWLDistrict, they are completely wrong in scale and as such represent bad development.

This draft Local Plan without significant amendment fails to address the long-term the needs of the district’s population in a coherent sustainable way and will not bring sufficient good quality jobs, nor good quality of life to its residents. Short-term benefits from which Freeport (and its customers) will greatly profit from will turn to long-term structural problems that will be prohibitively costly to rectify, from which Freeport will disown, and leave the council and tax paper to pay for.

It is imperative that this plan protects the long-term interests of the council and its constituents. In this draft plan there is not sufficient protection against uncontrolled central government, LCC and Freeport influence, so in it’s current draft form I would consider it as not fit for purpose.

Yours sincerely,

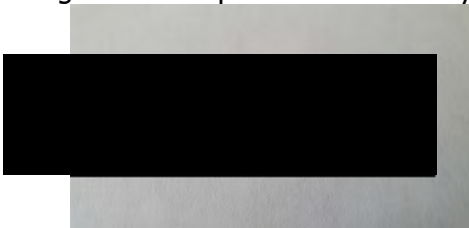
Louis della-Porta

**Declaration**

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

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

Signed: Completed electronically by Michael John Doyle



Date: 13 March 2024

**DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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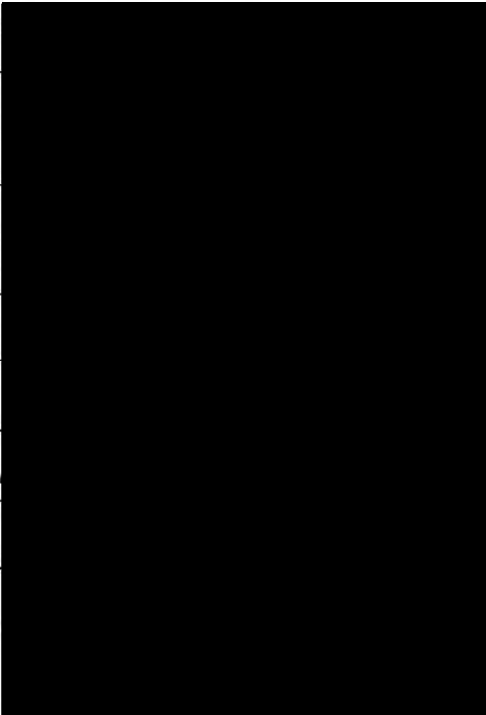
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	Personal Details	Agent's Details (if applicable)
Title	MR.	
First Name	Roy	
Last Name	WILLIAMS.	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street		
Town/Village		
Postcode		
Telephone		
Email address		

## 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? DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020-2040		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.

BROAD LOCATION, WEST WHITWICK (C47, C77, C78, C86, C81, ~~C82~~)

Use this box to set out your response.

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

WITH REFERENCE TO THE ABOVE PROPOSED LAND FOR HOUSE BUILD TO WHICH MOST OF THESE BACK ONTO MY PROPERTY ESPECIALLY C78, AT THE MOMENT C78 IS LAID TO LONG ESTABLISHED TREES, PONDS AND GRASSED AREAS. THIS IS A HAVEN FOR ALL WILDLIFE WHICH WE SHOULD STRIVE TO PRESERVE, OWLS, MOREHENS, DUCKS, PHEASANTS, NENTS. ~~THOSE~~ THOSE AND LOTS MORE HAVE MADE IT THEIR HOME. THERE IS ALSO A HUGE AMOUNT MORE TO CONSIDER. I KNOW THE FARM LAND AT THE BACK OF MY PROPERTY IS ARABLE LAND GROWING CEREAL MOST YEARS, TAKE THIS AWAY AND WHERE WOULD THIS BE GROWN IN THE FUTURE? PUT MORE HOUSES ON THE LAND AND THIS WOULD DISPLACE MORE WATER, WHERE WOULD THIS GO? MORE FLOODING TO AN AREA WHICH ALREADY HAS A PROBLEM WITH FLOODING!

~~BE~~ BUILD MORE HOUSES, BRING MORE PEOPLE INTO THE AREA!  
THE WAITING LISTS FOR DOCTORS AND DENTISTS IS ALREADY AT  
CAPACITY UNLESS YOU CAN PAY PRIVATE.

NONE OF THE JUNIOR SCHOOLS ARE BIG ENOUGH TO TAKE MORE  
CHILDREN, BUILD MORE ~~SE~~ JUNIOR SCHOOLS, WHERE ARE THE  
TEACHERS COMING FROM THERE IS ALREADY A SHORTAGE.  
I DON'T SEE ANY PROVISION FOR MORE SECONDARY SCHOOLS.

BUILD MORE HOUSES, BRING MORE PEOPLE INTO THE AREA,  
MORE CARS ON THE LOCAL ROADS, COALVILLE IS ALREADY  
GRIDLOCKED AT CERTAIN TIMES OF THE DAY, MORE CARS  
WOULD MAKE THIS MUCH, MUCH WORSE. FUMES FROM  
THE CARS WOULD CERTAINLY AFFECT THE AIR QUALITY  
TO THE AREA, IT SHOULD ALSO BE TAKEN INTO

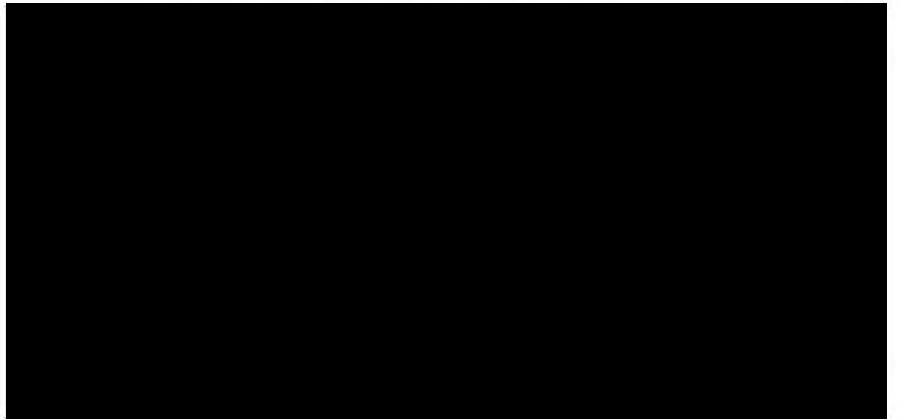
CONSIDERATION THAT OUR HERITAGE IS COAL MINING TO  
WHICH THERE ARE A LOT OF MINING TUNNELS BELOW US  
SURELY THAT AMOUNT OF MOVEMENT OF THE GROUND WOULD  
CAUSE SUBSIDENCE FOR US ALL AROUND, WHO WOULD PAY FOR  
THE WORK ON OUR PROPERTIES, THE BUILDERS? THE COUNCIL?  
THE ROAD DOWN TO NEW SWANNINGTON PRIMARY SCHOOL  
IS ALSO TOO NARROW, THE PATHWAY ON CHURCH LANE IS  
ALSO NARROW, WHAT WOULD BE THE PROPOSAL THERE?

TAKE OUT ANCIENT HEDGEROWS? SURELY THIS IS ILLEGAL?  
AGAIN DAMAGING THE WILD LIFE HABITAT. BUILD 500  
HOUSES, POTENTIALLY 1000 CARS IN A SMALL VILLAGE.  
PARKING FOR RESIDENTS ALREADY RESIDING IN THE AREA  
IS A MAJOR PROBLEM, THIS PART OF WHITWICK, NEW SWANNINGTON,  
THRINGSTONE, COALVILLE WOULD NOT COPE WITH THIS, THE  
INFRASTRUCTURE IS NOT THERE AND I DON'T SEE HOW  
IT COULD BE CREATED WITHOUT RUINING THE AREA  
COMPLETELY.

TO MY KNOWLEDGE THERE IS ONLY ONE SEWAGE  
~~THE~~ TREATMENT WORKS ON SWARROWS LAWE AGAIN  
THIS MUST BE OVER STRETCHED ALREADY.

PROVISIONS FOR SOCIAL HOUSING? OR WILL IT BE "SORRY  
WE CAN'T AFFORD TO BUILD THESE NOW THE DEVELOPMENT  
IS FINISHED" AGAIN?

I AM SAYING NO TO THESE PROPOSALS.



## Declaration

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

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

Signature

Date: 15-03-24.

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

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1. To which consultation document does this representation relate?

DRAFT NORTH WEST LEICESTERSHIRE  
LOCAL PLAN 2020 - 2040

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.

BROAD LOCATION, WEST WHITWICK (C47, C77, C78, C86, C81)

Use this box to set out your response.

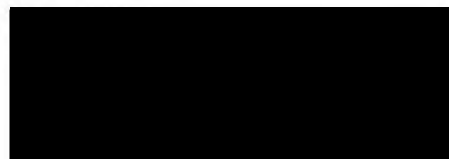
(Continue on a separate sheet /expand box if necessary)

WITH REFERENCE TO THE ABOVE LAND PROPOSED FOR HOUSE BUILDING, WHICH MOST OF THIS BACKS ONTO MY PROPERTY ESPECIALLY WITH REFERENCE TO C78 MY CONCERN OVER THE CHANGE OF USE OF THIS LAND NOW BELONGING TO 274 CHURCH LANE, NEW SWANNINGTON. IN 2001 THE PROPERTY APPLIED TO CREATE A WILDLIFE POND UNTIL THEN A BROOK RAN ALL THE WAY DOWN THE FIELD WHICH NATURALLY DRAINED THE LAND FROM BROOKS LANE AND SURROUNDING AREAS, NOW THE POND AND TREES HAVE TURNED THIS AREA INTO A NATURAL HABITAT WITH CONSIDERABLE AMOUNT OF WILD LIFE, NEWTS, HEDGHOGS BATS AMONG MANY MORE. I FEEL A PRESERVATION ORDER SHOULD BE PUT ON THIS AREA AND NOT DESTROYED AS THERE

WILL BE CONSEQUENCES WITH DRAINAGE FROM BROOKS LANE WHICH RUNS DOWN INTO THIS LAND AND LAND SURROUNDING THIS LAND. THE ROAD DOWN TO NEW SWANNINGTON SCHOOL IS TOO NARROW THE PATHWAY IS ALSO TOO NARROW TO TAKE THE AMOUNT OF TRAFFIC THAT WOULD BE COMING ON THE LANE THIS WOULD AFFECT THE AIR QUALITY THE SCHOOL WOULD NOT BE ABLE TO TAKE THE VAST AMOUNT OF CHILDREN THAT WOULD BE IN THE NEW HOUSING AREA THE SCHOOL IS NOT BUILT FOR THE VAST AMOUNT OF CHILDREN TO ATTEND THIS SCHOOL.

TO PROPOSED HOUSES WOULD BE BUILT ON ARABLE LANE WHICH SLOPES DOWN AGAIN TO OUR PROPERTY SO CAUSING THE POSSIBILITY OF MORE FLOODING. WE ALSO NEED TO REMEMBER THIS IS AN OLD MINE WORKING AREA THAT WOULD BE DISTURBING THE LAND THIS COULD CAUSE THE POSSIBILITY OF SUBSIDENCE IN OLDER PROPERTIES WHERE ARE ALL THE DOCTORS AND DENTISTS COMING FROM? YOU CAN NOT GET A DENTIST NOW IN THIS AREA UNLESS YOU GO PRIVATE IF YOU GET SOCIAL HOUSING IN THIS AREA HOW WOULD THEY PAY FOR THAT?

I AM SAYING NO TO THESE PROPOSALS.



WILLIAMS

## 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: 15/3/24

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**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Cc:** [REDACTED] [org](#)  
**Subject:** EXTERNAL: C92 - Former Hermitage Leisure Centre, Silver Street, Whitwick  
**Date:** 16 March 2024 14:44:02

---

Afternoon.

Regarding the development plan for the old leisure centre site, off Silver street in Whitwick:

It is clear the local community has not been considered. Currently, many of the local residents park in the carpark and have so for many years. This was clearly recognised as the carpark was kept available following the relocation of the leisure centre. Other carparks in Whitwick are often at capacity, double yellow lines are throughout Silver Street and, residents have no access to off street parking at their property. I am wondering; where the 30 (plus) cars are expected to relocate to?

Furthermore; the carpark is often used by the local community accessing the green areas. This includes but is not limited to; Football clubs (both adult and junior), running, fitness and walking groups. The car park also allows visitors with limited mobility/restrictions access to the green space. They cannot be expected to park at the lake carpark as it simply doesn't have the capacity.

I feel; by removing this community asset, potentially dangerous situations may arise, and people will be forced to park in places they shouldn't. This hazard will be compounded by the increase in through traffic accessing the planned housing.

I understand the requirement to develop brownfield sites and build new housing stock, but this should not be to the detriment to the existing community especially Silver street and the adjoining roads. The Community and I welcome discourse on this issue and ask that you work with us to form a workable solution.

Kind regards,

Kathryn Pearce (resident of Silver Street)

Sent from [Outlook for Android](#)



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

## PART B – Your Representation

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

1. To which consultation document does this representation relate?

Proposed policies

Proposed housing and employment allocations

Proposed Limits to Development Review

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

Use this box to set out your response.

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

I W 1 (Istay Woodhouse)

- ① firstly to be absolutely clear, I will not support any development of any kind on green belt land. There are plenty of brown field sites available. It's unclear what the land is currently classed as.
- ② There is no justification for putting 4,500 dwellings in one place - that is the majority of the remaining required provision. This is a disproportionate amount to put in one area.
- ③ You talk of maintaining the landscape. Has anyone seen this landscape? It's beautiful and you propose putting 4,500 houses on there a hope

to maintain the landscape??

④ The plans for infrastructure are all pipe in the sky! We all know the reality of this. Facilities will be negotiated down & infrastructure compromised.

⑤ This is lazy planning. Putting this number of houses on one site. It would be preferable if we are short of houses to put some compulsory purchase orders on the vast number of empty abandoned properties and make them habitable.

⑥ Further risk of flooding to local villages

⑦ The impact on the wildlife & biodiversity is huge. No amount of 'mitigation' changes that.

---

EMP90 - Freeport.

I cannot express in polite words how much I object to this. There are many reasons why this site is wholly inappropriate.

① Firstly this is greenbelt land and as previously stated I object to any use of this land other than agriculture

② The flooding risk to villages which already suffer flooding regularly.

③ The wildlife & ~~the~~ biodiversity cannot be mitigated.

④ Diseworth is a conservation village and to put a massive amount of warehouses in such a location is frankly vulgar



## Continuation 2

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February - March 2024)

- ⑤ The road infrastructure is not suitable. Even the bigger A roads are not suitable for such vast amounts of HGVs. A453 is single carriageway.
- ⑥ We have recently been treated to an advance preview of things to come when EMA changed some of their lights. The light pollution caused by the new LED lights was terrible. Imagine having that from two, possibly three directions into your bedroom windows.
- ⑦ We occasionally get noise from EMA (if the wind is in the right direction). The worst noise is the warning sirens of vehicles reversing. This is not a huge problem at the moment as we are directly south of the airport and unless it's windy, it doesn't cause a problem. However, the freight hub is going to have reversing vehicles way more frequently and, I suspect, having this problem to the north and east is going to be a huge problem for us.
- ⑧ The huge detrimental effect on the health and wellbeing of local residents must not be underestimated. The effects on mental health can already be felt, just with the fear of this White Elephant being delivered to our beautiful village.

### Continuation 3

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February - March 2024)

⑨ You speak of economic gains, however as a resident of Diseworth we paid a premium for our property in order to live in this beautiful setting. We would see no economic gain - in fact, I don't want to think about what this could do to the market value of our property. Should this plan be forced through there certainly must be compensation for those affected. Not just those of us who would be looking to move, but to those who decide to stay and are then affected by all the building work, the delays each day caused by the vast infrastructure work required because all roads leading to the village will have to be widened, all existing water pipes would need replacing and there would be huge amounts of work required to all utilities infrastructure in the area.

⑩ Linked to biodiversity - The huge loss of hedgerows. These hedges provide habitats for many birds, animals & insects. The removal of such a vast expanse of habitats in one area is barbaric. If it was a case of absolute desperation, with no other options, I could almost get onboard. But this is a vanity project offering increased employment to an area that has one of the highest employment rates in the country. It makes zero sense and is entirely inappropriate.

## Continuation 4.

Draft North West Leicestershire Local Plan 2020-2040 Consultation (February - March 2024)

10 continued

The increased employment opportunities will be for those living outside the area, thus requiring them to drive (mainly) to their workplace. This is not going to reduce pollution - it's going to increase it.

- ⑪ It's a really bad idea.
- ⑫ It's a totally inappropriate location.
- ⑬ It's environmentally wrong.
- ⑭ It's morally wrong.
- ⑮ It's just really, really wrong on all levels and whichever way you look at it.

### Declaration

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

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

Signed:



Date:

16/03/2024.

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Stephen	
Last Name	Caulfield	
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. DRAFT NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020 - 2040		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.

Firstly , I write this on March 16th. The deadline for a response is tomorrow. I was informed of the consultation only on March 14th, by a friend on What's app! I live right in the middle of one of the proposed development area. I feel, that whilst the council may have met its legal or guidelines on consultation, it has summarily failed to consult the affected population. I have spoken to neighbours who are completely unaware of this "plan".

Secondly , building work was recently reviewed in the Church lane / Thornborough road area, this was dismissed thankfully, partly as the infrastructure is simply not designed to to accept the levels of occupation proposed. The roads are far too busy currently and in some cases become completely blocked. I therefore maintain that this area is unsuitable for development and, if it necessary, which I challenge, there are areas in villages with better services and access to the main road artery's.

Thirdly. The plan makes provision for further destruction of green areas and further destruction of natural habitat. North West Leicestershire has seen a significant expansion in recent years and is already struggling to cope. The environment , natural habitat are identified as key areas for investment and improvement and necessary for positive mental health and well being of communities I therefore suggest that this contradicts government environmental policy although I acknowledge it is trying to meet housing requirements. This proposal would significantly detract from the well being of the local community. To suggest that footpaths would be improved as seen in a poster online, is derisory. Maybe it's time to say enough is enough, and push to other areas that have seen little or no development in recent years.

Fourthly. There is no mention in the plan of the potential impact of these proposals on the community and services, and subsequently how this would or might be funded. In the very short time I had to review the proposal, the demand on schools, doctors , dentists and council services such as waste and road maintenance are not even considered. These are already extremely difficult to access / in a poor state. It is entirely unacceptable to increase this demand further whilst claiming to be acting in the interests of the local community.

Finally I have quickly reviewed the documents and tried to fill in the official response form online. I consider myself to be reasonably intelligent and competent, however the online response was confusing , overly detailed and more interested in grammar and technicality's than content and meaning. I suggest that this is not currently fit for purpose, if this is to harness public opinion and more importantly gain community support.



## Declaration

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

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

Signed: S. J. Caulfield

Date: 16/03/2024

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**Personal Details**

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

Title	Mr	
First Name	Jonathan	
Last Name	Aust	
Job Title (where relevant)	N/A	
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.

Use this box to set out your response.

**Proposed policies**

**Local plan.**

The local plan must be considered as part of every other proposed major development change in the whole local area and feel the whole process has been made intrinsically more difficult to understand by the way it has been presented. Even with help and support from others in the village, the ability of non-planning professionals, find it very difficult to truly grasp what is being proposed and the scale of it all, myself included. Given the number of people that I know, who are struggling to understand this, it must point to a flaw in the process adopted by NWLDC.

In addition, what appears to be missing from all the guidance from the government, and missed by NWLDC is the effect of the changes whilst the construction (at what ever level is approved) impacts the local community. From road closures, diversions which add 10,20,30 minutes to journey times, construction traffic, mud covered roads to mention a few. All these issues are not fully understood until they happen but the impact on mental health and disruption to families cannot be underestimated.

Under 3.5, 3.6 & 3.23

All the local areas are affected adversely by massive development of warehousing and housing on the scale proposed. We have green fields surrounding our local area and truly feel we are in a village in the country, away from the hustle and bustle of everyday life. We chose to live here because that is what we wanted for us and our families as many other residents have also. We moved to Diseworth 23 years ago and little by little our “country living” has been eroded and now there is a significant danger of looking out of our windows and seeing warehousing or a new housing estate in any direction. Diseworth will be come land locked by “warehouses and new build homes”. To exit this proposed cocoon of doom in any direction will be met significantly more challenging than now. The recent upgrades to the M1, A50, A42 and A453 convergence points are regularly at capacity at busy times of the day. This will only get worse as even more heavy traffic starts to service the Free port and the knock on effect this will bring. An infrastructure upgrade as an absolute requirement and ensuing traumas for those that must endure it. Add to that, any serious incident on any of the convergence point roads turn our local roads into grid lock. To try and put any kind of positive slant on this I find impossible based on scale and my lack of understanding.

## **Strategy**

Under 4.4, 4.12, 4.15,4.17

Based on my comments above, the plan objectives fall short, so the strategy as part of the plan follows suit also. Again, scale and number of houses cannot be justified, and I await results of the distribution requirement, but again suggest it will be unrealistic based on scale. IE To much cramped into an inappropriate space; position too close together for both housing and warehousing; in an area which is already heading for over development with an infrastructure which is already struggling to support what is already developed.

### **Creating attractive spaces.**

See my comment re housing under Strategy. The recent development on the Castle Donington bypass already has insufficient parking because the parking allowance per property is insufficient. This needs review. Most families have a minimum of two cars now days, one of which maybe electric. See my note below regarding charging points under 5.33. To make properties attractive they need more space around them and woodland areas for children to play and adults to walk. A walk around the housing estate and warehouse has no appeal in comparison.

Under 5.33.

Whilst there are several references to energy saving techniques solar panels on roofs seem to have been overlooked along with electric vehicle charging points. Which then argues that the increase in carbon neutral vehicles allows more travel and less need for local housing. Not everybody wants to live with their co-workers, nor do they want to live in an estate which is so large it has no soul just endless curved roads and cul de sacs only differentiated by different builders' architects.

## **Housing**

Under 6.2

The Isley Woodhouse development I cannot understand why the scale of this development is so large and concentrated into this one area. There are no actual facts given as how the housing "quota" has been arrived at but it seems far to heavily biased to this area. Town centres close by but "cross boarder" like Long Eaton, or in NWL Loughborough, Coalville have a plethora of empty potential development accommodation, and there seems no will or desire to even consider alternatives.

## **The Economy**

Under 7.19 &7.20

I fail to understand Ec1 and Ec2. Ec1 and Ec2 will be included in the next plan, which one? This feels underhanded and some kind of subterfuge.

## **Proposed Housing and Employment Allocations**

### **Housing Completions and Commitments**

Under 3.7

The table shows an annual requirement of 686 houses which a number I still doubt as correct. This is a key number and best endeavours should be given by NWLDC to justify it.

### **Housing Allocations**

Under 3.7, 4.101-4.116

The Isley Woodhouse development at 4500 dwellings is by far the largest number on the table albeit 1900 will be built by 2040.

The location cannot be compared in anyway shape or form to the Money Hill development or Coalville development, no airport next door, no race track/ concert venue next door.

Why so many houses in one area of the county, it makes no sense when its position is compromised.

The bulk of the infrastructure must be in place for 4500 dwellings even if you are only starting with 1900 they should have all the support, schools, doctors surgery, shops chemists etc within the 1900 houses. So 2600 dwellings will need a replication of the same.

It is fanciful (as previously mentioned) that people will walk to work and those people who choose these dwellings will work locally. A Free Port does not generally have a work force on the doorstep, and work and profit sit much further away.

The Isley Woodhouse development just makes no sense and from my point of view has a hidden agenda behind it!

## Declaration

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

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

Signed: J N Aust

Date: 15/3/2024

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	Personal Details	Agent's Details (if applicable)
Title		Mr
First Name		Neil
Last Name		Cox
Job Title (where relevant)		
Organisation (where relevant)	Cameron Homes	Evolve Planning & Design
House/Property Number or Name		████████████████████ ██████
Street		██████████
Town/Village		██████████████
Postcode		██████
Telephone		██████████
Email address		██████████████



**PART B – Your Representation**

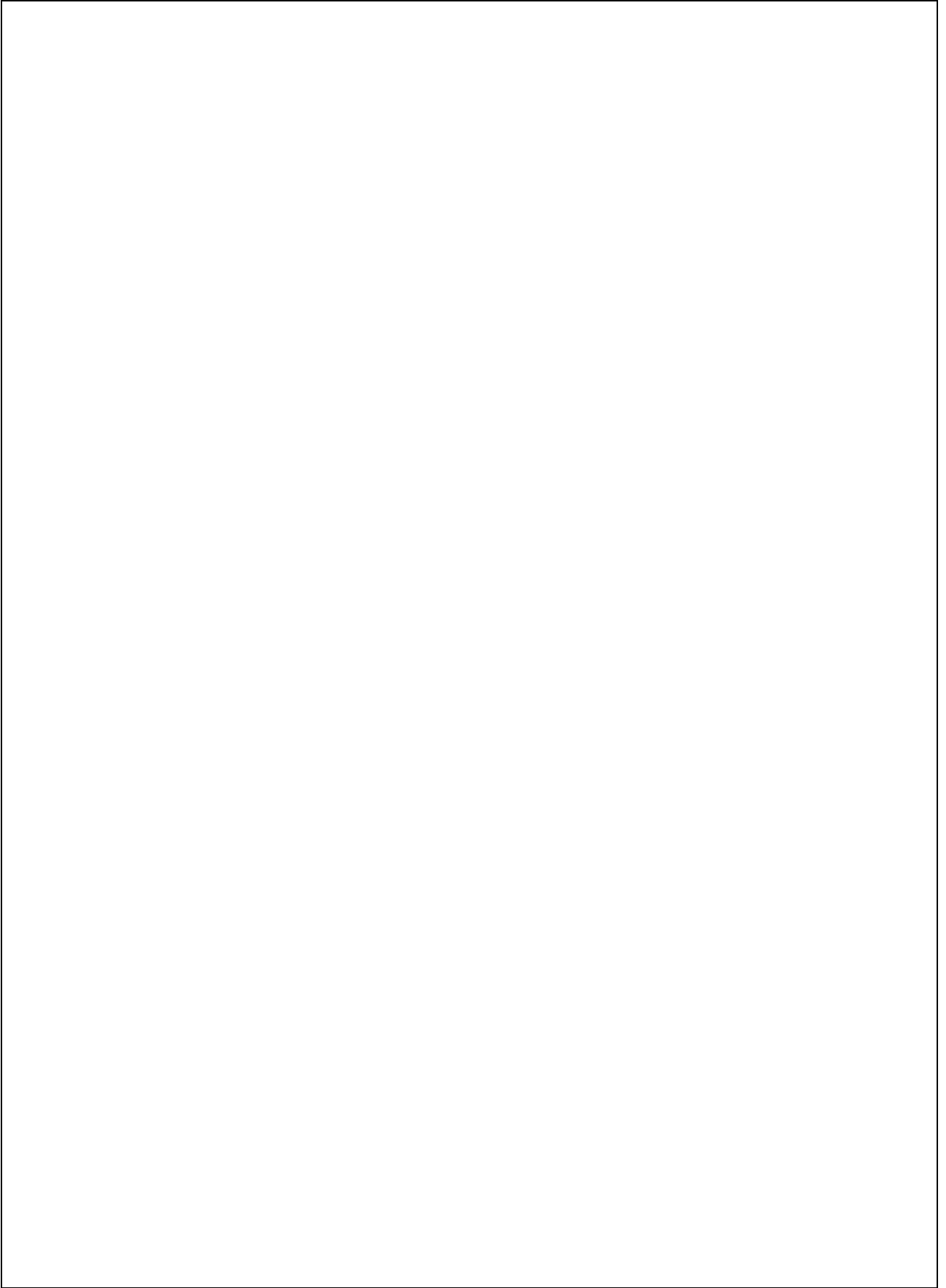
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Policies S1, S2, AP4, AP6, H1, H3, H4, H5, H7, H10, H11, IF1, IF2, IF3, IF4, IF5, En1, En2, En7

(See separate document submitted)



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Signed:



Date: 15/03/24

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NORTH WEST LEICESTERSHIRE LOCAL PLAN  
PROPOSED POLICIES & ALLOCATIONS

LAND NORTH OF TOP STREET, APPLEBY MAGNA

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### APPENDIX 1: Vision Document



# 1. Introduction

1.1 This representation, submitted on behalf of Cameron Homes, responds to the Regulation 18 'Proposed Policies,' 'Proposed Housing & Employment Allocations' and the 'Proposed Limits to Development' consultation documents and accompanying published evidence, having regard to the national and local planning policy context. It relates specifically to Land North of Top Street, Appleby Magna where Cameron Homes has secured land interests. A Vision Document is attached at **Appendix 1** which provides further details of this site.

1.2 The representations are framed in the context of the requirements of Local Plans to be legally compliant and sound. The tests of soundness are set out in the National Planning Policy Framework (NPPF), paragraph 35. For a Development Plan to be sound it must be:

- **Positively prepared** – providing a strategy which, as a minimum, seeks to meet objectively assessed needs, and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
- **Justified** – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
- **Effective** – deliverable over the Plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
- **Consistent with national policy** – enabling the delivery of sustainable development in accordance with the policies in the Framework and other statements of national planning policy, where relevant.

1.3 These representations also give consideration to the legal and procedural requirements associated with the plan-making process.

## 2. Planning Policy Context

2.1 Cameron Homes supports North West (NW) Leicestershire District Council in progressing with a substantive review of the current adopted Local Plan as required by the recently reviewed and updated Policy S1. This provides the opportunity for the Council to comprehensively review the following matters:

- NW Leicestershire's own objectively assessed housing need over an extended plan period and the potential for housing supply within the District to meet this need.
- The potential role of housing supply options within the District to meet unmet cross boundary needs from the wider Leicester and Leicestershire Housing Market Area (HMA).
- Employment land requirements for NW Leicestershire.
- NW Leicestershire's potential role in meeting any wider unmet employment needs through the Duty to Co-operate.
- The appropriateness of the existing settlement hierarchy and the strategic distribution of growth in light of new housing and employment needs.

2.2 The National Planning Policy Framework (NPPF 2023) requires local planning authorities to keep policies in their Local Plans up to date by undertaking a review at least once every five years reflecting Regulation 10A of the Town & Country Planning Regulations 2012.

2.3 Cameron Homes supports the Council's proactive approach in continuing with a review of the Local Plan to ensure that an up-to-date policy framework exists within the district to guide growth to 2040 and to ensure that development is genuinely plan-led.

2.4 Cameron Homes supports the collaborative approach that has been taken through the preparation of the Leicester and Leicestershire Strategic Growth Plan (SGP) (Dec 2018) to understand the overall distribution of need across the HMA. Given the arising housing needs across the HMA and the subsequent progression of a Statement of Common Ground (SoCG).

### 3. Strategy

#### Policy S1: Future Housing & Economic Development Needs (Strategic Policy)

- 3.1 Through the Development Strategy and Policy Options consultation Cameron Homes supported the 'High 2' growth scenario in advance of further evidence being published to determine unmet need across the HMA, notably within Leicester City, and an agreed approach to apportioning any unmet need within the HMA, including within NW Leicestershire.
- 3.2 Since the 2022 consultation it is noted that NWLDC has agreed to sign a Statement of Common Ground (SoCG) to commit to meeting an element of Leicester City's unmet needs by planning to deliver 686 dwellings each year. This has regard to the functional relationship between North West Leicestershire District and Leicester City and opportunities that exist within the District for significantly boosting delivery over and above the Government's standard method.
- 3.3 Draft Policy S1 reflects the SoCG by establishing a housing requirement of 13,720 net new dwellings between 2020 and 2040. This figure should be expressed as a minimum requirement to provide certainty of delivery and to ensure the Local Plan is positively prepared.
- 3.4 The 686dpa requirement falls short of the High 2 growth scenario previously supported by Cameron Homes (730dpa) however it is accepted that the 686dpa requirement figures has regard to:
- Standard method;
  - Functional relationship between NWLDC and Leicester City;
  - Alignment with spatial distribution of future employment growth; and
  - Annual growth rates and localised market capacity.
- 3.5 It is noted that the SoCG and background evidence has been subject to examination through the Charnwood Local Plan EiP and the new Leicester City Local Plan has been submitted for EiP in September 2023. Further testing of the evidence through the Leicester City Local Plan EiP may give rise to soundness issues that require the SoCG and subsequent housing requirement figure for NW Leicestershire to be reconsidered.



- 3.6 Notwithstanding the above, Cameron Homes is supportive of the Council's approach to deriving an appropriate housing figure and discharging the Duty to Cooperate in respect of housing need.
- 3.7 Despite the general support for the approach to 2040, the emerging policy is unsound due to the proposed plan period. Paragraph 21 of the NPPF states that 'strategic policies should look ahead over a minimum 15 year period from adoption.' The Council's Local Development Scheme sets out a timetable for the preparation of the new Local Plan and targets adoption in October 2026. Therefore, the plan period should be extended to ensure a clear 15 years from adoption, allowing for slippage through the examination process if necessary.
- 3.8 Extending the plan period prior to publication of a draft Local Plan would reduce the risk of significant delays during the EiP as extension of this period through the EiP process would result in additional SA work being required and further consultation.
- 3.9 Cameron Homes also supports the recognition in Draft Policy S1 that the annualised district housing requirement of 686 dwellings will apply for housing land supply and Housing Delivery Test purposes.

#### **Policy S2: Settlement Hierarchy (Strategic Policy)**

- 3.10 Cameron Homes supports the settlement hierarchy set out in Draft Policy S2, which is informed by the relative sustainability of villages within NW Leicestershire.
- 3.11 Cameron Homes supports the identification of Appleby Magna as a Sustainable Village which is served by a range of services and facilities including primary school, public houses, café, church, butchers and recreational facilities.
- 3.12 Paragraph 4.25 states that any further development in the Sustainable Villages will be restricted to either infilling or previously developed land which is well related to the settlement concerned. The lack of planned growth being focused to these villages and the lack of opportunities for windfall development due to these tight policy restrictions will inevitably result in gradual decline in services and facilities available to support existing communities and the inability of local housing needs being met.
- 3.13 This is even recognised within the draft policy through the statement *"if during the plan period any of the Sustainable Villages were to lose facilities and services to the extent they would no longer meet the requirements of a*

*Sustainable Village, this will be a material consideration in the determination of planning applications.”* This statement highlights a significant failing of the spatial development strategy to support the sustainability of existing settlements and instead looks to a strategy that manages decline in settlements within this tier of the hierarchy.

- 3.14 The spatial development strategy is therefore not positively prepared and unsound. This is a matter raised by Cameron Homes through the previous Development Strategy & Policy Options consultation where concerns were raised in respect of the spatial distribution options identified for testing. As a spatial distribution option for high growth with a higher percentage of growth focused to the Sustainable Villages was not considered earlier on in the plan making process, the Sustainability Appraisal has failed to test a more appropriate level of growth to be focused to Appleby Magna and other villages with a range of services of facilities in this category.
- 3.15 The Sustainable Villages are considered by Cameron Homes to be the most at risk category of settlements within the identified hierarchy for diminishing sustainability. The Plan should be effective by seeking greater opportunities to support the viability and vitality of services and facilities that support general day to day needs of residents through additional proportionate housing growth. In this regard 329 homes afforded to settlements within this tier of the hierarchy (17 Sustainable Villages over a 20 year plan period) would not go far enough to support the important role these villages play in respect of the services and facilities they offer, meeting affordable needs and supporting a balanced housing market through the provision of open market housing choice and consequently additional homes for younger people, an ageing population and families.
- 3.16 This is represented by the Council's Local Housing Needs Assessment (Oct 2019) which considered the demographic trends and projections for each sub-area in the district over the 2020-2039 period. This identified a policy off apportionment of growth of 139 dwellings to Appleby Magna over this plan period based upon a lower housing requirement of 480 dwellings per annum. In addition, it was found that there was a net need for 22 additional affordable homes within Appleby Magna over the same period. The single proposed allocation afforded to Appleby Magna, providing 32 homes is lower than the identified apportionment for growth identified for the village and would not support the delivery of 22 additional affordable homes identified in the LHNA.
- 3.17 This example demonstrates the position for just 1 of the 17 Sustainable Villages, highlighting that the need for growth within the Sustainable Villages has not

been sufficiently tested through any of the spatial distribution options which has resulted in an unsound development strategy and a failure of the SA to not consider reasonable alternatives.

- 3.18 In addition, the proposed spatial strategy fails to take account of local issues. Appleby Magna has been suffering from a number of flood events. Land at Top Street is uniquely places to assist in alleviating this problem. A flood alleviation scheme incorporating a diverted and naturalised brook course within the site alongside significant additional flood water storage has been demonstrated to reduce the severity of flood events within the village. Further information is set out in the Vision Document at **Appendix 1**.

## 4. Creating Attractive Places

### Draft Policy AP4: Reducing Carbon Emissions (Strategic Policy)

- 4.1 Cameron Homes supports Draft Policy AP4 in respect of carbon reduction and consider that planning has an important role in the delivery of new renewable and low carbon energy infrastructure. However, policies should ensure that they follow nationally consistent set of standards/timetables and are implementable. Cameron Homes considers the success of achieving a low carbon future is by standardisation rather than individual council's specifying their own policy approach to energy efficiency.
- 4.2 Changes to building regulations (Part L) to deliver the Government's 'Future Homes Standard' means that a locally specific CO<sup>2</sup> reduction requirement is unnecessary. As it is the Government's intention to set standards for energy efficiency through the Building Regulations. The key to success nationally is standardisation and avoidance of individual Council's specifying their own policy approach to energy efficiency, which undermines economies of scale for product manufacturers, suppliers and developers. This approach has been reiterated in a recent written ministerial statement by housing minister Lee Rowley that states *"the Government does not expect plan-makers to set local energy efficiency standards for buildings that go beyond current or planned building regulations. The proliferation of multiple, local standards by local authority area can add further costs to building new homes by adding complexity and undermining economies of scale."* It is agreed therefore, that the Council does not need to set local energy efficiency standards to achieve the shared net zero goal by 2050.
- 4.3 Cameron Homes already applies a 'fabric first' approach in their house type design. The fabric first approach has a number of clear benefits, notably that it is built into the property for its whole life ensuring that every occupier will benefit from a reduced electricity bill and it reduces CO<sup>2</sup> emissions. This is in line with the energy hierarchy approach sought by the Council.

### Draft Policy AP5: Health & Wellbeing (Strategic Policy)

- 4.4 Cameron Homes recognises the need for development to maintain and improve the health and wellbeing of residents and that health and wellbeing will be an important consideration in the creation of high quality, accessible and inclusive communities.

- 4.5 In respect to the requirement to improve accessibility to healthcare, it is recommended that engagement with the ICB informs further refinement of the Infrastructure Delivery Plan as part of the Local Plan review process.

#### Draft Policy AP6: Health Impact Assessments

- 4.6 Cameron Homes agrees with the need to include a policy relating to Health Impact Assessments (HIA). It is recognised that HIAs play an important role in addressing health impacts of planning decisions on communities in line with the social objective of sustainable development as set out in the NPPF.
- 4.7 Cameron Homes considers that the policy must be clear on which development proposals an initial Health Impact Screening Statement will be required. Government guidance on Health Impact Assessments in spatial planning leaves much of the policy and guidance to the discretion of the LPA, however, the policy must be clear on local triggers for a HIA.
- 4.8 Cameron Homes supports the further consideration currently being given to this policy and would wish to reserve the right to provide comment on any future trigger identified at the next stage in the Local Plan review process.

## 5. Housing

### Draft Policy H1: Housing Strategy

- 5.1 The housing requirement of 13,720 new dwellings to 2040 is noted, to include both open market and affordable homes. As set out previously, Cameron Homes considers the plan period should be extended to ensure a clear 15 years from the point of adoption. The housing requirement should therefore be increased accordingly.
- 5.2 The draft policy identifies that the total provision made in the plan includes a 10% flexibility allowance, however without the publication of a trajectory, this cannot be verified. Cameron Homes considers that the appropriate flexibility allowance should relate to risks inherent to the spatial strategy pursued. In respect of the emerging NWL Local Plan a considerable proportion of supply is focused to a proposed new settlement and a further element of supply is reliant on the progression of Neighbourhood Plans.
- 5.3 The Isley Woodhouse new settlement proposal is at an early stage. The site is in multiple ownerships and will require the delivery of significant infrastructure which is likely to require a land equalisation agreement. There is no prospect of a new settlement being commenced in the short term and any delivery timescales would need to take account of:
- Progression of technical evidence to consider constraints and viability;
  - Preparation of comprehensive Masterplan, phasing strategy and Design Codes;
  - Preparation of Outline Planning Application;
  - Land equalisation and signing of S106 Agreement;
  - Identification of developer partner(s);
  - Reserved Matters applications;
  - Discharge of pre-commencement conditions;
  - Acquisition of land by development partner;
  - Technical design and approval of enabling infrastructure; and
  - Selection and mobilisation of contractors for enabling infrastructure.

- 5.4 Lichfield's Start to Finish Report (Second Edition) identifies the average lead in time from validation of an outline application to delivery of the first dwelling on sites of 2,000+ dwellings as 8.4 years. Cameron Homes considers therefore that first completions should not be assumed from this source of supply until 2034/5 at the earliest.
- 5.5 Lichfield's Start to Finish Report (Second Edition) concludes the average completion rate on sites of 2,000+ dwellings equate to a mean of 160dpa. In reality, the pace of delivery will be related to, firstly, the critical infrastructure triggers and, secondly, how quickly demand for new homes will build up as a desirable place well served by community facilities is delivered. This is likely to result in a reduced annual delivery rate in early years.
- 5.6 In light of the above, Cameron Homes considers that a yield of no more than 1,200 homes from this source of supply should be relied upon within the plan period.
- 5.7 Due to the spatial strategy pursued, there is a higher probability that sites may not come forward or the trajectory delayed. Due to the reliance on a number of sites to be secured outside of the Local Plan process and the proportion of homes linked to the delivery of a new settlement, Cameron Homes considers that an increased 20% flexibility allowance should be applied to the sources of supply to provide certainty that the housing requirement can be met within the plan period.
- 5.8 Greater dispersion of proposed growth across a wide geographic area including to the Sustainable Villages would assist in reducing any risk of non-delivery or delayed delivery that pushes supply beyond the plan period.
- 5.9 A site-specific housing trajectory should be provided at the Regulation 19 stage to allow for necessary scrutiny.

### Policy H3: Housing Provision – New Allocations

- 5.10 Cameron Homes has no comments on the soundness of the proposed new allocations identified. In addition to comments above relating to the new settlement, further comment will be provided on delivery assumptions and lead in times assigned to site allocations at the Regulation 19 stage, once a site-specific housing trajectory has been provided for scrutiny.
- 5.11 Additional housing allocations should be identified within the Sustainable Villages to support the vitality and vibrancy of these sustainable settlements to 2040, including land to the north of Top Street, Appleby Magna.

5.12 In addition, land to the north of Top Street is the only site in Appleby Magna that can assist in alleviating flood events that take place regularly in the village.



#### Policy H4: Housing Type and Mix (Strategic Policy)

- 5.13 Cameron Homes agrees that major residential schemes should provide a mix of housing types and sizes in line with identified needs, having regard to the character and context of the application site, site-specific constraints and committed/completed supply since the start of the plan period.
- 5.14 Cameron Homes supports the dwelling size breakdown informed by the Housing and Economic Needs Assessment (HENA) on the basis deviation of 5% from these figures is allowed without justification, to provide a degree of flexibility.
- 5.15 There is a need to balance the housing mix within the Sustainable Villages to meet changing demographic needs. The minimal levels of housing growth afforded to these 17 settlements through the spatial strategy would instead compound housing choice, particularly for an ageing rural population where the need for adaptable and accessible and wheelchair accessible properties will increase too.

#### Policy H5: Affordable Housing (Strategic Policy)

- 5.16 Cameron Homes supports the policy as currently drafted and notes that the percentage requirements and tenure mix will be consulted upon once the viability evidence has been completed.

#### Policy H7: Self-Build & Custom Housebuilding

- 5.17 National Planning Policy Guidance notes a responsibility for 'relevant authorities' to maintain a self-build and custom housebuilding register. In understanding the need for self and custom build the PPG recognises the role of the Strategic Housing Market Assessment in understanding the size, type and tenure of housing needed for different groups including people wishing to self-build or custom build their own homes.
- 5.18 The Council's Local HENA does not consider the needs associated with self and custom build properties.
- 5.19 The Council maintains a Self and Custom Build Register, and between April 2016 and 30<sup>th</sup> October 2023 129 individuals had registered an interest. The self-build register only needs to include the name and address of the lead contact and the number of serviced plots of land they are seeking to acquire- no information is requested on the financial resources. 'Demand' could be an expression of interest rather than actual demand.

5.20 Of the 129 people who have registered it is not known what percentage of people are still pursuing a self/custom build project there is no onus on the applicant to remove themselves from the register or reapply on a regular basis. Therefore, the 129 individuals figure identified is likely to be significantly higher than current demand.

5.21 Turning to supply, in the last 12 months there have been a number of applications approved for self/custom build and a number of applications that are currently awaiting determination as follows:

- Stables, Ashby Road, Newbold – 1
- 72 Main Street, Osgathorpe – 1
- 188 London Road, Coalville – 1
- Fieldview House, Babelake Street, Packington – 1
- Land adj 26 Pisca Lane, Heather – 1
- Land off Loughborough Road, Coleorton – 4
- The Wellie Deli Café, Newbold – 1
- Bank House, Stoney Lane, Coleorton – 1
- Land adj to Greendale, Prestons Lane, Coleorton – 1
- Oaktree, School Lane, Newbold – 1
- Land at Pisca Lane, Heather – 2
- Lavender House, 80 Snarestone Road, Appleby Magna – 1
- Land off Swepstone Road, Heather – 1
- Land adj 122 Swepstone Lane, Heather – 2
- Land off Loughborough Road, Whitwick – 9
- White Gables, Lower Moor Road, Coleorton – 5
- Land off New Street, Measham – 1
- 93 Zion Peggs Green, Coleorton – 1
- Hillmoren, Leicester Road, Ibstock – 1
- 20 Silver Street, Oakthorpe – 1 (approved)
- 31 Measham Road, Ashby De La Zouch – 1
- The Cottage, 92 Low Woods Lane, Belton – 1 (appeal)

5.22 Whilst it is accepted that a number of these may not be approved, it demonstrates that there are a number of opportunities to deliver self/custom build properties within the district, without the need to rely on sites over 30 dwellings to make provision. The applications submitted in the last 12 months and pending determination provide for a yield in excess of the number of new registrations between 31<sup>st</sup> October 2022 and October 2023. The nature of the applications outlined above also demonstrate that in the main, those seeking

permission for self/custom build are not looking for sites within large open market developments.

- 5.23 If custom and self-build requirements are to be set out in policy, Cameron Homes agrees there needs to be a mechanism identified to allow for such plots to come forward for market housing if demand is not present. Cameron Homes supports the draft policy approach that if serviced plots for self-build and custom housebuilding have been made available and marketed for 12 months and have not sold, plots can be used for delivery of general market housing.
- 5.24 Practical difficulties of facilitating self and custom-build plots on larger sites should also be recognised, creating issues with health and safety and the need for independent construction access point.
- 5.25 In light of the above, if demand does increase, it would be preferable for specific sites to be identified which are more suitable for self and custom build plots. Such sites would appear to be supported by the market as the proposal in Woodville demonstrates.

#### Policy H10: Space Standards

- 5.26 Cameron Homes considers this draft Policy is unnecessary.
- 5.27 The Nationally Described Space Standards (NDSS) were published by the Department of Communities and Local Government on 27<sup>th</sup> March 2015. Its publication was accompanied by a Planning Update issued as a Written Ministerial Statement to Parliament by the Rt. Hon. Sir Eric Pickles MP on 25<sup>th</sup> March 2015.
- 5.28 In introducing the standards, the Written Ministerial Statement outlines:
- “New homes need to be high quality, accessible and sustainable. To achieve this, the government has created a new approach for the setting of technical standards for new housing. This rationalises the many differing existing standards into a simpler, streamlined system which will reduce burdens and help bring forward much needed new homes.”*
- 5.29 However, the Written Ministerial Statement is also clear that the standards are optional, and that compliance cannot be required outside of a relevant current Local Plan policy:

*“From 1 October 2015: Existing Local Plan, neighbourhood plan, and supplementary planning document policies relating to water*

*efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.”*

- 5.30 This is to ensure that the need for the application of the standards through planning policy is fully evidenced and that the impact on viability is considered alongside all of the other policies contained in the Plan:

*“The optional new national technical standards should only be required through any new Local Plan policies if they address a clearly evidenced need, and where their impact on viability has been considered, in accordance with the National Planning Policy Framework and Planning Guidance.”*

- 5.31 The reference to the National Planning Policy Framework relates to paragraph 135(f) which states planning policies should:

*“create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.”*

- 5.32 Footnote 52 makes it clear that use of the Government’s optional technical standards should be used where this would address an identified need for such properties and the need for an internal space standard can be justified.

- 5.33 National Planning Guidance states:

*“Where a need for internal space standards is identified, local planning authorities should provide justification for requiring internal space policies. Local planning authorities should take account of the following areas:*

- need – evidence should be provided on the size and type of dwellings currently being built in the area, to ensure the impacts of adopting space standards can be properly assessed, for example, to consider any potential impact on meeting demand for starter homes.*
- viability – the impact of adopting the space standard should be considered as part of a plan’s viability assessment with account taken of the impact of potentially larger dwellings on*

*land supply. Local planning authorities will also need to consider impacts on affordability where a space standard is to be adopted.*

- *timing – there may need to be a reasonable transitional period following adoption of a new policy on space standards to enable developers to factor the cost of space standards into future land acquisitions.”*

5.34 The Guidance is therefore clear that the application of the NDSS requires a Local Plan policy which has been fully evidenced, including identification of need and the consideration of any impact on viability.

5.35 It is recognised that the Council has undertaken further work to evidence how many homes have been delivered below NDSS standards, however this evidence is not compelling in respect of need and the whole plan viability assessment is still outstanding.

5.36 Cameron Homes considers the introduction of space standards should be looked at in the round, having regard to additional standards proposed to be introduced through Policy H11. There will clearly be some overlap between NDSS requirements and emerging accessible and adaptable home policy requirements, particularly in respect of bedroom sizes, which appears to be the main issue the Council appears to wish to resolve.

#### Policy H11: Accessible, Adaptable & Wheelchair User Homes

5.37 The draft policy pursues a policy of requiring 100% of all homes to meet optional M4(2) requirements. M4(2) dwellings are described as making:

*“reasonable provision for most people to access the dwelling and incorporate features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.”*

5.38 The Government’s Raising Accessibility Standards for New Homes consultation response in 2022 concluded that the best way to achieve better accessibility standards in new homes was to make M4(2) dwellings mandatory through building regulations.

5.39 Cameron Homes considers that the requirement for accessible and adaptable homes should be led by changes to building regulations rather than local policy.

- 5.40 The Local Housing Needs Assessment includes a high-level assessment of the need for specialist accommodation for older people and the potential requirements for housing to be built to M4(3) housing and technical standards.
- 5.41 The LHNA concludes that, in general, North West Leicestershire District has an ageing population. Figure 4.1 demonstrates that the district has a slightly younger age structure (in terms of older people) compared with Leicestershire as a whole and a lower percentage of those aged 75 and over than the wider East Midlands region and England. It is recognised that the older person population is likely to increase over the plan period, however an ageing population affects the whole country and is not an issue specific to North West Leicestershire.
- 5.42 The LHNA identifies a need for around 420 dwellings to be for wheelchair users (meeting optional technical standard M4(3)). Cameron Homes considers that whilst there is justification for 5% of the affordable supply to meet the optional M4(3) standards, the evidence provided does not establish the necessary justification for implementing a requirement for at least 9% and 23% of all affordable homes to meet M4(3) standards.
- 5.43 As set out in response to Policy H4, there is a need to balance the housing mix within the Sustainable Villages to respond to changing demographic needs. The minimal levels of housing growth afforded to these 17 settlements through the spatial strategy would instead compound housing choice, particularly for an ageing rural population where the need for adaptable and accessible and wheelchair accessible properties will increase too.

## 6. Infrastructure & Facilities

### Policy IF1: Development & Infrastructure (Strategic Policy)

- 6.1 Cameron Homes notes the types of infrastructure listed in draft Policy IF1 to support new development. The infrastructure should be set out in an Infrastructure Delivery Plan.
- 6.2 Where new development generates a demand for new or improved infrastructure, Cameron Homes recognises that a reliable mechanism such as a planning obligation is necessary.
- 6.3 Any infrastructure should be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

### Policy IF2: Community Facilities (Strategic Policy)

- 6.4 Cameron Homes recognises there is a need for major residential development to make provision for new community facilities or to improve existing facilities where these are directly related to the development and fairly and reasonably related in scale and kind to the development.
- 6.5 Whilst the spatial development strategy focuses major development to top tier settlements that will provide investment in physical, social and green infrastructure, the lack of growth afforded to the Sustainable Villages will instead result in a decline in the vitality and viability of village services and facilities and a lack of new investment in physical, social and green infrastructure. This will result in a decline in the sustainability of villages such as Appleby Magna. Land at Top Street would secure new physical infrastructure in the form of a necessary flood alleviation scheme that would benefit the wider village.

### Policy IF3: Green & Blue Infrastructure (Strategic Policy)

- 6.6 The importance of green and blue infrastructure is, unquestionably, important in delivering good design and ensuring that it reaches beyond the site linking to areas beyond.
- 6.7 Cameron Homes supports the Council's expectation that all major developments contribute towards the delivery of new green infrastructure which connects to and enhances the existing network of multi-functional spaces and natural features throughout the district.

#### Policy IF4: Open Space, Sport & Recreation Facilities (Strategic Policy)

- 6.8 Cameron Homes agrees that recreational facilities should be provided on major residential schemes and that the scale of the provision should relate to the scale of the proposed development and context, having regard to existing facilities in the vicinity.
- 6.9 Land North of Top Street, Appleby Magna has the opportunity to provide a significant amount of new publicly accessible open space and new blue infrastructure the provision of a flood alleviation scheme to reduce the severity of flood events experienced downstream within the village.

#### Policy IF5: Transport Infrastructure & New Development

- 6.10 Cameron Homes supports draft Policy IF5 and supports the provision of active travel through the provision for walking and cycling to be an integral part of the design process for major new housing development.



## 7. Environment

### Policy En1: Nature Conservation/BNG (Strategic Policy)

- 7.2 Cameron Homes supports the emerging Policy which requires development to provide a net gain in biodiversity in line with national policy and to promote the hierarchy of avoid, minimise, restore and offset.
- 7.3 Policy En1 seeks the prioritisation of on-site mitigation wherever practicable and where off-site provision is necessary requests that this is will located in relation to the proposed development. Cameron Homes would remind the Council that there may be some circumstances where local provision is not possible and national biodiversity credits cannot be ruled out in some circumstances.

### Policy En2: River Mease Special Area of Conservation (Strategic Policy)

- 7.4 Cameron Homes supports draft Policy En2 that deals with nutrient neutrality issues relating to the River Mease catchment. It is noted that to address the issue of water quality Severn Trent Water is proposing from 2027 to pump foul sewage to STW outside of the River Mease catchment. This will allow for the current restrictions on the delivery of new homes to be lifted within the catchment.

### Policy En7: Conservation & Enhancement of the Historic Environment (Strategic Policy)

- 7.5 Cameron Homes supports the approach to the historic environment contained within draft Policy En7.

## 8. Land North of Top Street

8.1 This Chapter sets out a brief description of the site, followed by an assessment of the site against.

### Site Description

8.2 Cameron Homes has current land interests to the North of Top Street, Appleby Magna.

8.3 The site comprises a single field parcel in arable use accessed off Top Street.

8.4 An illustrative masterplan has been prepared by Pegasus Group and is included within a Vision Document at **Appendix 1** to this representation.

8.5 The illustrative masterplan identifies the following key elements:

- Provision of approximately 50 homes;
- Provision of a significant flood alleviation scheme to reduce the frequency and severity of flood events experienced within Appleby Magna;
- Provision of multifunctional greenspace to include equipped plans and SuDS; and
- Provision of pedestrian and cycle paths to link with existing infrastructure.

### Impact on the Historic Environment

8.6 Cameron Homes has commissioned CSA to prepare a heritage report, which draws together the available archaeological, historic, topographic and land-use information in order to clarify the heritage significance and archaeological potential of land proposed for development.

8.7 The assessment establishes that there are no designated heritage assets (World Heritage Sites, Scheduled Monuments, Listed Buildings, Registered Battlefields, Registered Historic Parks or Conservation Areas) within the study site.

8.8 The Grade I listed The Sir John Moor Church of England School is located to the south-west of the site. With sensitive boundary treatment to the western site, it is concluded that residential development would not adversely impact the significance of the School or its associated Grade II listed buildings.

8.9 Appleby Magna Conservation Area is located to the north/north-east of the site, beyond intervening later-20<sup>th</sup> century residential development. Residential development of the site would potentially reduce views to the tower and spire of the Grade II Church of St Michael from within the site and some adjacent areas, however through sensitive design it is anticipated that any harm to the church would be negligible at most, which is to say less than substantial harm at the very lowermost end of this harm spectrum.

8.10 In summary, the technical work undertaken to date concludes there are no heritage constraints to the allocation of the site for residential development.

### Drainage & Flood Alleviation

8.11 The site lies within Flood Zone 1 which has the lowest probability of flooding. However, the site provides a unique opportunity to deliver a flood alleviation scheme to benefit the wider village that has experienced numerous severe flood events in recent years. This is due to the site being upstream of the village.

8.12 The scheme, similar to that delivered by Cameron Homes in Breedon-on-the-Hill proposes to divert the Meadow Brook course into the site to provide a new naturalised brook course. This is combined with a new significant attenuation feature to store and control the flow of the brook course in heavy rainfall event.

8.13 A Sustainable Drainage Strategy (SuDS) is also proposed:

- To efficiently drain the site whilst not causing additional flooding downstream;
- To create suitable habitats to promote biodiversity;
- To create ecological corridors across the site;
- To create an aesthetically pleasing setting for development; and
- To promote the site as a sustainable place to live and work.

8.14 The SuDS is provided outside of the proposed flood alleviation scheme.

### Highways

8.15 Vehicular access into the development is proposed to be served via a new priority junction with Top Street.

- 8.16 No existing Public Rights of Way cross the site and new pedestrian routes within the site will be created to join the existing footway present on Top Street.

#### Impact on Current Land Use

- 8.17 The site currently comprises a single field utilised for agricultural use. The site contains no publicly accessible open spaces or community uses that would be lost as a result of development.
- 8.18 The proposal would deliver new public open space and community facilities that would benefit Appleby Magna, including a new flood alleviation scheme to benefit the wider village through a reduction in the number and severity of flood events experienced.

#### Impact on Natural Environment

- 8.19 There are no statutory designated sites of nature conservation value within or immediately adjacent to the site. The nearest SSSIs are the Ashby Canal SSSI which is located approximately 2.65km east of the site and the River Mease SSSI approximately 2.4km to the north. The Ashby Canal SSSI is designated for aquatic plants.
- 8.20 The River Mease Special Area of Conservation (SAC) is located approximately 2.4km to the north of the site and is designated due to the importance of the species and habitats it supports.
- 8.21 Natural England has confirmed that development in the River Mease Catchment Area, in which Appleby Magna lies, cannot proceed if it increases the levels of nutrients or results in eutrophication.
- 8.22 To address the nutrient neutrality issue, Severn Trent Water is proposing to pump foul sewerage from the STWW at Packington and Measham to treatment works outside of the River Mease catchment. This is due to take place in 2027 which will lift restrictions on the delivery of new homes and other types of overnight accommodation.
- 8.23 The nearest Local Nature Reserve (LNR) is Saltersford LNR which is located approximately 4km northeast of the site. This LNR is separated from the site by open countryside, minor and major roads and existing residential development, and as such, it is not considered there will be any direct or indirect adverse effects on this statutory designated site.
- 8.24 There are no known non-statutory designated sites within or immediately adjacent to the site.

- 8.25 There are a number of hedgerows present within the site which define the field boundary.
- 8.26 A full ecological survey can be undertaken upon request to determine the presence or absence of notable species.
- 8.27 The agricultural land contained within this site is believed to represent land of best and most versatile value, however, the same is true for all land around Appleby Magna and therefore should not reflect negatively against this site.

#### Impact on Environmental Quality

- 8.28 The agricultural site is unlikely to have significant issues in relation to contamination, and the surrounding context of the site is not considered to represent constraints in relation to air quality and noise.
- 8.29 Whilst it is accepted that development is unlikely to improve the environmental quality of the site, as there are no existing issues of contaminated land, development would not give rise to any further environmental quality issues.

#### Suitability

- 8.30 The information set out above, read in conjunction with the appended concept masterplan and promotional document, demonstrates that Land North of Top Street, Appleby Magna is a suitable site.

#### Deliverability

- 8.31 There are agreements in place between the landowners and Cameron Homes to facilitate the development of the site.
- 8.32 Cameron Homes intends to undertake further technical work to demonstrate the deliverability of land north of Top Street, however information gathered to date concludes that there are no physical or other constraints likely to render the site undeliverable within the proposed Plan period to 2040. The site is available now.
- 8.33 Cameron Homes has been in discussion with both the LLFA and the Trent Rivers Trust in designing the proposed flood mitigation measures presented.
- 8.34 The site is deliverable and immediately available and subject to allocation, could start to deliver homes and associated community benefits within the next 5 years.

## 9. Conclusion

- 9.1 This representation is made by Evolve Planning on behalf of Cameron Homes to the North West (NW) Leicestershire Local Plan Proposed Policies for Consultation, Proposed Housing & Employment Allocations & Proposed Limits to Development (Regulation 18) consultation documents. This representation relates to land north of Top Street, Appleby Magna, which Cameron Homes is promoting for residential-led development.
- 9.2 These representations are framed in the context of the requirements of Local Plans to be legally compliant and sound in line with the tests of soundness within the NPPF. Cameron Homes supports NW Leicestershire District Council in progressing with a substantive review of the current adopted Local Plan.
- 9.3 Cameron Homes broadly supports the identified contribution to unmet housing needs arising within Leicester City (subject to further testing of the SoCG through the Leicester City Local Plan EiP) however, considers that the plan period should be extended, and the housing requirement increased accordingly. In addition, there are concerns that the housing requirement identified will not address affordable housing need.
- 9.4 Cameron Homes supports the settlement hierarchy which is informed by the relative sustainability of villages within NW Leicestershire, including the identification of Appleby Magna as a Sustainable Village.
- 9.5 Cameron Homes does however object to the lack of growth focused to the Sustainable Villages, including the planned approach to accepting a level of decline in these villages set out in draft Policy S2. The Local Plan is therefore not positively prepared in this regard and concerns are again raised that appropriate spatial distribution options were not identified at an earlier stage in the plan making process to consider appropriate growth options for this important and most vulnerable tier in the settlement hierarchy. Further growth is required in the Sustainable Villages, including Appleby Magna to maintain a level of vitality and vibrancy in these villages and to ensure continued investment in physical, social and green infrastructure, to include the provision of affordable homes and those aligned to an ageing population.
- 9.6 The significant benefit associated with development at Top Street is the delivery of a flood alleviation scheme that has been initiated by the LLFA, to assist in reducing the severity of future flood events in the village centre.

- 9.7 Cameron Homes also provide responses to draft policies and relating to housing standards and requirements, creating attractive places, delivering infrastructure to support development and the environment.
- 9.8 In particular, Cameron Homes objects to the draft policies in respect of NDSS and M4(3) standards as current evidence does not provide justification for the imposition of the emerging requirements. The Council must also provide adequate evidence of viability.
- 9.9 Cameron Homes consider that the Local Plan should be giving consideration to the components of housing supply to ensure that future housing requirements can be effectively met across the Plan period. Cameron Homes would welcome the opportunity to comment on a site-specific housing trajectory in due course.
- 9.10 Cameron Homes has current land interests to the North of Top Street, Appleby Magna, comprising a single field accessed off Top Street. An Illustrative Masterplan has been prepared which demonstrates how a scheme of approximately 50 homes can be delivered alongside new flood alleviation measures.
- 9.11 Information gathered to date concludes that there are no physical or other constraints likely to render the site undeliverable within the proposed Plan period to 2040. It is a suitable site for residential development.
- 9.12 The site is deliverable and immediately available and subject to allocation, could start to deliver homes and associated community benefits within the next 5 years. It is therefore submitted that the site at Top Street, Appleby Magna, be identified as an allocation to meet housing needs through the new Local Plan for NW Leicestershire and to assist in addressing current flood events experienced within the village.

# APPENDIX 1

## Vision Document





CAMERON

LAND NORTH OF TOP STREET  
APPLEBY MAGNA

VISION DOCUMENT



March 2024



[www.camerongalliers.co.uk](http://www.camerongalliers.co.uk)



# CHAPTER ONE

Introduction and  
Document Purpose

## Introduction

Land north of Top Street, Appleby Magna represents a logical and appropriate extension to the village of Appleby Magna and is uniquely placed to assist in reducing the severity of flood events experienced in the village.

The site is located in the Sustainable Village of Appleby Magna, as defined by the proposed Local Plan settlement hierarchy, and is well located to access the range of existing services and facilities available within the village and offers an opportunity to deliver new homes alongside new supporting infrastructure, including significant flood reduction measures.

## Cameron Homes

Cameron Homes is a new build developer that was originally founded in 1974 by Noel Sweeney and remains in the ownership of the Sweeney Family. The Midlands-based developer has its head office in Burntwood, Staffordshire and continues to uphold the design ethos that its homes are built around people, not plans. Thirty years on, Cameron Homes remains focused on its key mission statement; to build beautiful homes in great locations, delivering exceptional homes for its customers.

Cameron Homes prides itself on an honest approach, hard work, and high-quality products, which is why over 95% of its customers would recommend the developer. This ongoing commitment to building quality homes is recognised by the House Builder Federation, which has awarded the developer with a 5-star home builder status for the sixth year running.

## Document Purpose

North West Leicestershire District Council (“NWLDC”) is currently undertaking a review of the adopted Local Plan and is currently consulting on a range of draft policies and allocations to meet the district’s development needs to 2040.

This Vision Document demonstrates that the site off Top Street will form a logical and sustainable extension to Appleby Magna. It presents an analysis of the site and its surroundings.

This document also sets out the Vision for the site, informed by a consideration of the constraints and opportunities and a Concept Masterplan demonstrating how the Vision can be achieved through a well-designed scheme. The document concludes with a concise summary of the site, the proposed development and its key benefits.

**This document has been prepared with input from the following consultants:**



Evolve Planning & Design (Planning)



Pegasus Group (Urban Design)



CSA (Heritage)



JBA (Flood Risk)



Travis Baker (Drainage)



# CHAPTER TWO

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The Site and  
Surrounding Context

The proposed site is located to the south of Appleby Magna and incorporates a single field parcel in arable use.

The site is bordered by Top Street to the south, existing residential properties to the north and east and open countryside to the west.

An established hedgerow is present to the site boundary and this is interspersed with hedgerow trees.

The site lies within Flood Zone 1 and therefore it has a low probability of fluvial flooding. The Meadow Brook runs along the northern and eastern site boundaries and runs from the south-west of Appleby Magna, through the village and then continues 1.5km to the north east of the village before discharging in the River Mease. The River Mease is designated as a Special Area of Conservation (SAC).

The risks associated with surface water flooding is restricted to the areas surrounding the Meadow Brook course, particularly within the northern extent of the site.

Appleby Magna Conservation Area is located to the north/north-east of the site, beyond intervening later-20th century residential development. The conservation area contains designated heritage assets

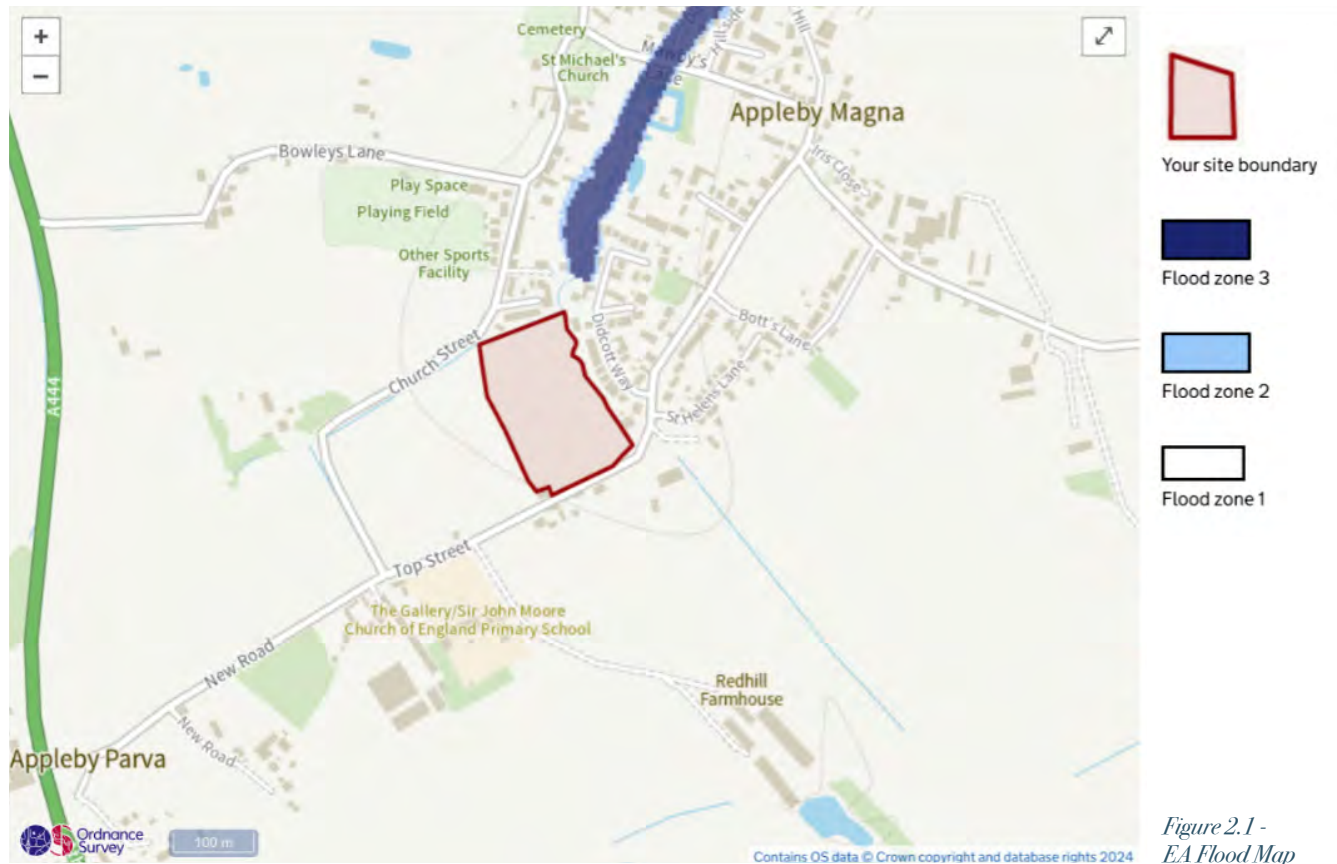


Figure 2.1 - EA Flood Map

including the Grade II\* listed Church of St Michael and Moat House Grade II\* listed

building and associated scheduled monument. The Grade I listed The Sir John Moor Church of England School is located to the south-west of the Site.

The site is not subject to any known landscape or ecology designations or constraints.



# CHAPTER THREE

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What is being  
proposed?

## Homes

The proposal includes the construction of up to 50 new homes ranging in size to meet needs of first-time buyers, couples and families, recognising the need for 2 and 3 bedroom properties within the District.

The housing mix would include a range of high quality detached, semi-detached and terraced homes, including a number of bungalows suited to older people.

Affordable homes (affordable rent and affordable ownership) will be delivered to provide opportunities for people on lower incomes or for key workers to secure a home of their own in Appleby Magna.

We know that sustainability is hugely important to local people, and we will work to ensure that the new homes we deliver meet the very latest standards in sustainability. This will see homes include measures such as EV charging infrastructure, PV cells (solar panels), and very high levels of insulation and energy efficiency to reduce the carbon footprint of the development and provide cost efficiencies for residents.

## Access

Vehicular access into the site will be via a new T-junction formed off Top Street. Pedestrian connectivity is provided via a circulatory footpath network that connects with the existing footway to the north of Top Street.

## Flood Alleviation

The site presents a unique opportunity to assist in reducing the number and severity of flood events currently being experienced within Appleby Magna. These flood events take place regularly, including in the last 12 months.

Over the last 2 years, Cameron Homes has been liaising with the Lead Local Flood Authority and Trent & Rivers Trust who approached the landowners of this site over how it can contribute towards flood alleviation measures to seek to reduce the frequency and severity of flooding in the centre of Appleby Magna given that the site is uniquely positioned at the confluence of two main watercourses which then run into the village. As part of this work, Cameron Homes has engaged Travis Baker and JBA as drainage and flood risk experts to

model the improvements which can be offered to the village as a whole if the flood attenuation measures, which are shown diagrammatically on the indicative masterplan, are implemented. The modelled improvements are shown on the Flood improvement plan (Fig 3.4)..

Modelling of the flood compensation scheme designed demonstrates a significant reduction in flood depths downstream between the site and Mawby's Lane and a moderate reduction elsewhere within the village.

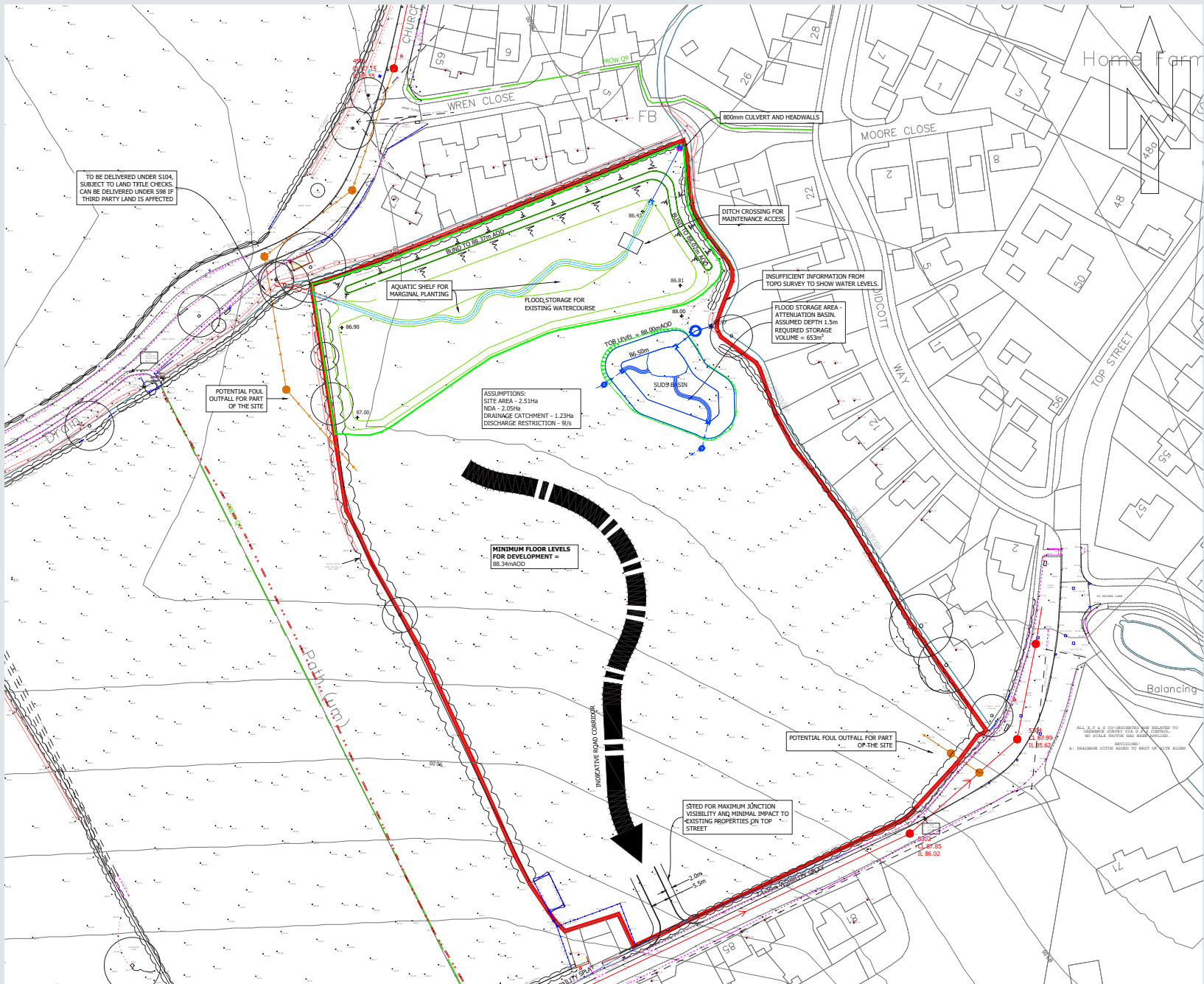
This response has had the support of both the LLFA and Trent & Rivers Trust as it provides the only opportunity upstream of the flooding to be able to create this improvement and offer some respite for villagers downstream who are regularly affected at times of heavy rainfall and we are aware that the centre of the village has flooded at least twice this winter (2023/24).

Cameron Homes has recently installed a similar and successful flood compensation scheme in Breedon on the Hill which has been effective in reducing the impacts of flood events.





*Figure 3.1- Illustrative view of scheme from Top Street*



- SITE BOUNDARY
- EXISTING STW COMBINED SEWER
- PROPOSED S104 FW SEWER
- PROPOSED S104 SW SEWER
- - - WATERCOURSE DIVERSION
- PROPOSED ORIFICE
- PROPOSED BUND
- 88.50  
+
- SPOT LEVEL
- EMBANKMENT (1:3 MINIMUM)
- - - DITCH DIVERSION
- COMPENSATION AREA

Figure 3.2- Illustrative Drainage & Flood Attenuation Strategy



*Fig 3.3- Illustrative view across site, including flood attenuation scheme.*

## Drainage

Any application would be supported by a Flood Risk Assessment and drainage strategy. The site will include Sustainable Drainage System (SuDS) to manage surface water drainage and all built development would be located outside of the existing floodplain and flood compensation area.

## Green Spaces

New open space will centre around the meandering landscaped area following Meadow Brook is proposed. This area will not only provide flood compensation but areas of amenity open space, including equipped children's play and new habitats to provide increased biodiversity value.

An 8m landscaped buffer is provided to the eastern boundary, which will provide a green and attractive pedestrian connection to Top Street.

The area of open space will include soft landscaping and planting and natural surveillance will be provided by new homes fronting proposed green spaces.

Cameron Homes is conscious of the ever-increasing importance of that ensuring development is sustainable, protecting and enhancing natural habitats and green infrastructure as much as possible whilst delivering much needed homes for people and families. The planning proposals will be informed by ecological surveys and will seek to demonstrate Biodiversity Net Gain. There are opportunities for new tree and hedgerow planting and habitat creation which would boost the biodiversity of the site.

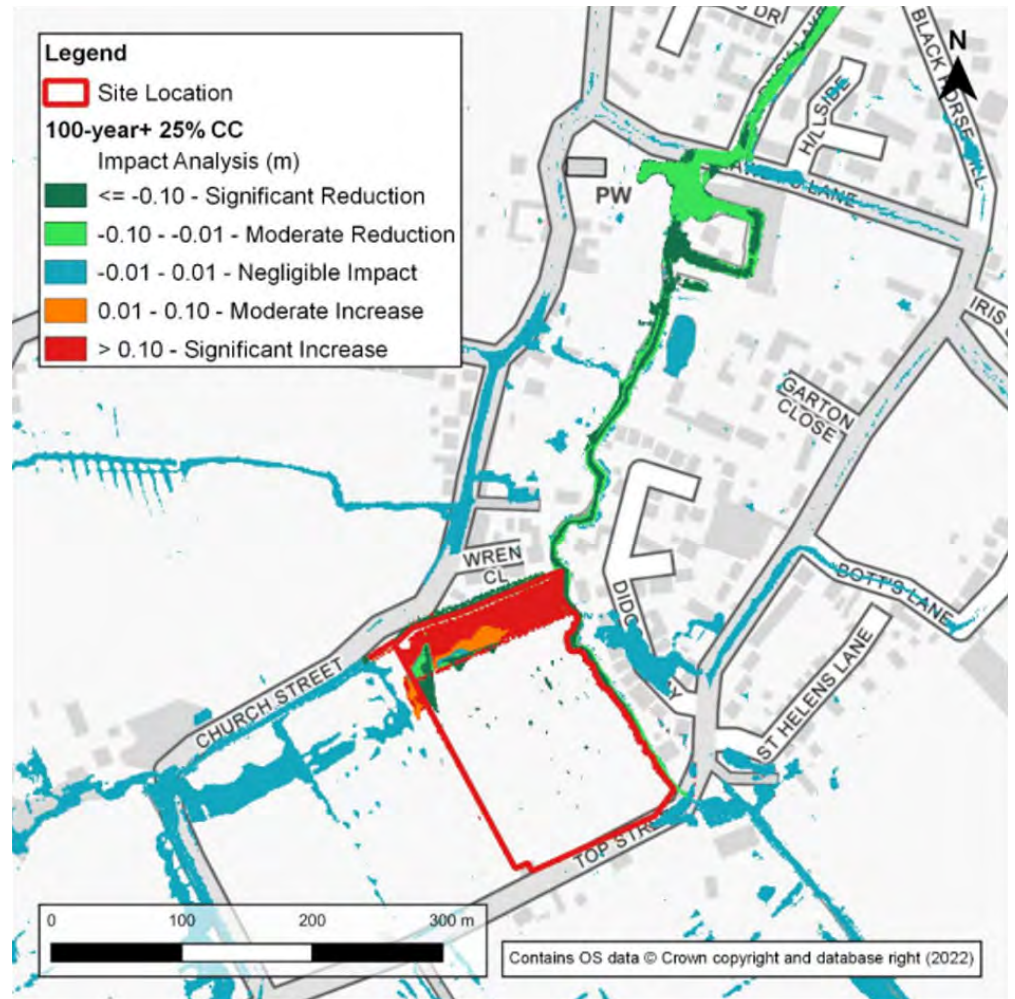


Fig 3.4 - Downstream Benefits as a result of Flood Alleviation Scheme

*Fig 3.5 - Example of built Cameron Homes scheme including attenuation ponds*

## Amenity

The development proposes to create a safe, inclusive and accessible space to promote health and well-being, with a high standard of amenity for existing and future users.

In addition, the impact on existing residents has been considered through site layout and orientation of proposed buildings, to reduce overlooking and loss of privacy.





# CHAPTER FOUR

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What is the  
Design Approach?

The design of the proposed layout has been informed by a number of constraints and opportunities including the presence of nearby heritage assets, any longer-distance views of the site and the need to protect the amenity of residents, including existing neighbours to Didcott Way and Wren Close.

#### **The key design requirements:**

- To develop a scheme that is integrated into its surroundings and reflective of the character of Appleby Magna.
- Homes built to the highest standards of sustainability and energy efficiency, including the provision of EV charging infrastructure to all houses and solar panels.
- Retention of all existing habitat features of importance and provision of new public open space and flood compensation measures associated with Meadow Brook.

- Landscaping and tree planting to soften visual impact of the development and to increase biodiversity.
- Inclusive access to enable residents to move around comfortably without encountering obstructions.
- Provision of a layout arrangement within the site to foster low speed vehicular movement.
- Provision of an active frontage to Top Street.
- Protection of amenity for existing residents of Didcott Way and Wren Close.
- Provision of a variety of house types and sizes to contribute positively to the quality and character of the new development and reflect the local vernacular.
- Achievement of high quality architectural and public realm detailing through use of good quality materials.
- Ensuring all homes have parking provided which are positioned not to dominate the appearance of the development and reduce the need for street parking.

## **Design and Character**

Cameron Homes is committed to the highest quality of design and detailing in all of its developments. It is acknowledged that good quality architectural and public realm detailing is intrinsic to delivering a quality development.

#### **In particular, the elevation design and architectural detailing will pay particular attention to the following:**

- Use of good quality materials including stock bricks and traditional detailing to reflect the character of the surrounding area.
- External front and garage door styling selected to provide a cohesive design approach with complementary styles and finishes.
- Garden wall boundaries facing the street and public realm will be brick in prominent locations.

The proposal aims to strike a balance between designing homes in response to local architecture and character and also creating an attractive, modern development in its own right with a clear structure and identity. Materials are of a palette of red brick and render with grey and brown roof tiles.

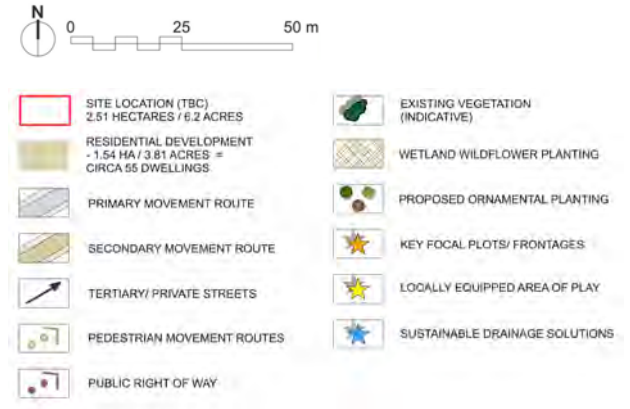


# CHAPTER FIVE

## Masterplan



Fig 5.1 - Development Framework Plan



### Key principles

1. Primary access via Top Street
2. Proposed primary movement incorporating focal junctions and spaces
3. Secondary and tertiary movement routes serving small clusters of development
4. Circulatory footpath network making connections to existing footpath networks along Top Street
5. Central green space "Brook Common" providing areas for play and recreation
6. This area has been specifically designed to deliver flood storage capacity to hold excess water from entering the village at times of flood risk. This is independent additional capacity in addition to the drainage storage requirements from the development itself and is offered as a betterment for the village as a whole as the **only** upstream location which can deliver this.
7. 8m development offset to existing units along Didcott Way
8. Wetland wildflower planting along "The Brook" corridor
9. Outward facing development providing passive surveillance over newly created public spaces
10. Western boundary reinforced with additional landscaping
11. Site low points utilised for sustainable drainage solutions.



[www.camerongalliers.co.uk](http://www.camerongalliers.co.uk)



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Please complete both Part A and Part B.

### **PART A – Personal Details**

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

**Personal Details**

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

Title	Mrs	
First Name	Beverley	
Last Name	Aust	
Job Title (where relevant)	N/A	
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
	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.

**My response relates to both Policy EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

### **Introduction**

**I write as a very concerned resident of Diseworth having lived here for the last 23 years.**

**I brought both our children up here and had the benefit of rural life and went out for walks bike rides, met the cows, sheep and horses in the local fields.**

**I now have grandchildren and retracing our steps with my children, as parents, and recalling the great times we had but, its just not as it was. First the Moto services came and then airport changes and areas that were once a farm and open fields are now warehousing.**

**We also recall the changes that were made to the M1, J23A and J24, A42 and A50 which caused huge delays at the time not to mention disruption to simple school runs.**

**The proposals and draft plan as I see them will result in a quantum change to what we have now in terms of the environment and countryside. All stimulated out of the Free Port forced on us by you, NWLDC without consultation with us, the residents who are most affected.**

**What is more worrying there is no recognition that all the above can NOT be considered in isolation, and it is the cumulative effect on the environment and our surroundings which is most concerning. Further more the proposals spread 3 counties and there seems to be no connection between each county planning authority.**

**For now we still have farm land and open fields which if development is eventually approved will disappear with no thought as to the actual impact on the farmland or agriculture that will be lost or the negative impact on climate change through pollution (air, light, etc) . In addition, we have laybys and pull ins which in the last year have been noticeably busier with mostly continental lorry drivers who won't pay Moto parking and facilities they offer, namely toilets and bins for rubbish. The local pull ins around the village are regularly occupied with sleeping van drivers**

**[Inappropriate text deleted]** I can only see this as getting worse along with airport parking. So pollution, as I see it, is much more far reaching and will become a major problem the busier the area potentially becomes.

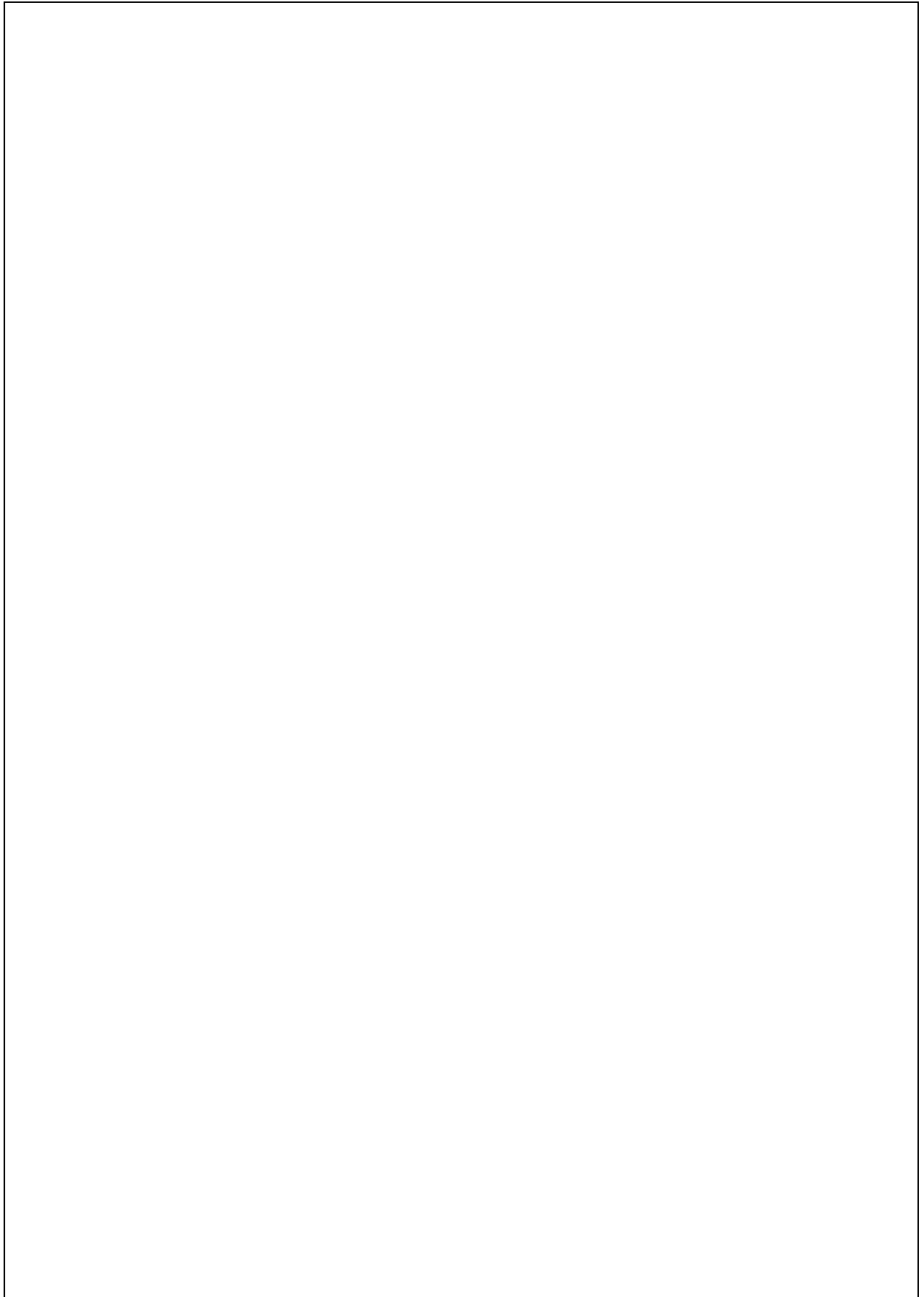
**At key times throughout the day we have huge queues down to the M1 junction or heavy traffic DHL lorries and Amazon trucks and vans servicing their respective warehouses. Bank holidays we stay at home, particularly if Donington Park has an event on as our ability to go anywhere is impeded by traffic. On occasions it is so bad we know passengers abandon taxis and cars and walk to the airport from the A453 so as not to miss flights.**

**All this proves is that the existing infrastructure is incapable in dealing with what we have now, so it will not cope, at any level, with what is already a hugely developed area.**

**The future of what is potentially going to happen fills me with dread. Diseworth, a beautiful village, surrounded by a massive new settlement on one side 24 hour sheds on the other, and an airport which will get busier. But before all of that, the infrastructure works which will disrupt our lives for maybe 5 years or more. Why is NWLDC on a mission to damage the climate, environment, and wellbeing of the residents of Diseworth.**

**There is substantial evidence that supports the fact that the climate, environment and our wellbeing will be compromised if plans are ultimately approved and is not acceptable on any level.**

**Why is NWLDC not seeing that the sheer size and scale of the proposals is inappropriate for the surroundings that are available and not in proportion to what is already there?**



## 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: Beverley Aust

Date: 16/3/2024

### 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](mailto:planning.policy@nwleicestershire.gov.uk).

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

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



**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Local Plan  
**Date:** 16 March 2024 16:33:29

---

Dear Sirs,

My concerns with regards to the Local Plan are that:

1. Instead of concentrating on brownfield sites, which would benefit from development, too much good, productive, agricultural land is being earmarked.
2. I note that there is mention of infrastructure such as provision for health and education and there is a requirement in some cases that the developer contributes to this, but I can name a number of situations in my own experience, where the developer has promised to provide, say a GP surgery, and because it has been left until after the site has been completed, it has never materialised. It feels as if developers will promise all sorts to get the planning permission and then often renege on their promises, as has happened recently in Market Harborough. I feel there should be a requirement to do this work first, or at least put money in a fund initially to ensure it will happen.
3. The Council's own policies of non-development in specific areas, particularly green wedge land to help define villages and preserve their individuality, are being ignored.
4. The growth in traffic levels, particularly at rush hours, is being ignored in a number of cases.

My personal issue is with C48 and the 283 houses proposed at the top of Spring Lane and Thornborough Road. Getting out of Spring Lane onto Thornborough Road is already incredibly difficult at busy times, particularly as there is a blind summit and I have seen a couple of near misses where someone has clearly not known there is a vehicle in the dip and pulled out onto the road. I tend to be over-cautious and wait "just in case", but people rushing against deadlines may not have this patience. The other end of Spring Lane is going to have it's own blockage problems with the creation of the caravan park. Spring Lane is exactly that – a lane with narrow pavement on one side for much of it's length. The increase in traffic that such a development would create, both initially and when it is completed, would most definitely be a hazard.

Yours sincerely,

Sue Kyriakou

Sent from [Mail](#) for Windows



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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	JANIE	
Last Name	MOORES	
Job Title (where relevant)	RETIRED	
Organisation (where relevant)	CONCERNED RESIDENT	
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?  <b>POLICY 1W1</b>		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)

**ISLET NOODHOUSE (POLICY 1W1)**

This proposed site is completely wrong for the area. Our village will end up a 'Disney Land' in an industrial wilderness. The roads are already at capacity particularly if there are any local events, i.e. Download, Race meetings etc. Pollution would spiral out of control. The village finds itself in a conscriptive situation which we cannot allow to go ahead. The amount of concrete would cause even more water running down to the village already plagued by flooding.

The wildlife of which we are so proud would be left homeless and the area destroyed by pollution from light, fumes, noise on a 24-hour basis. Our lives our children's lives will be ignited and health mental and physical will suffer and local services overloaded.

### Freeport Development (EMP 90)

Oseworth is a Conservation Village  
We have lived here for 54 years.  
It is an agricultural community,  
and this development is too close  
to our village, and the 750 acres of  
agricultural land that will be  
laid to concrete causing flooding  
and destroying wild-life habitat  
is appalling. All this when we need  
more home food production. There  
are too many proposed developments  
in the area ~ where are the  
funds coming from to support  
them. Could this be a stealth  
way to increase our Council Tax?

### 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:

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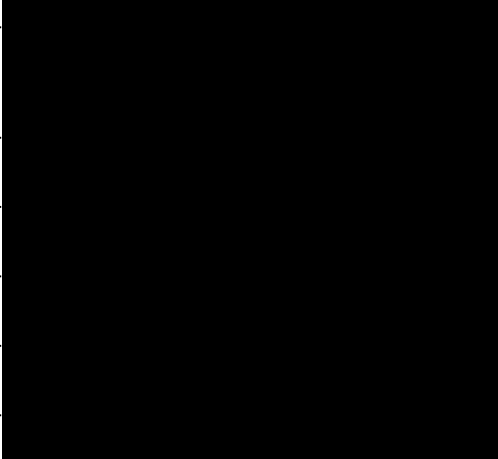
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	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name	Charlotte	
Last Name	Springthorpe	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name		
Street		
Town/Village		
Postcode		
Telephone		
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)

I am writing today to express my concerns about two developments in particular.

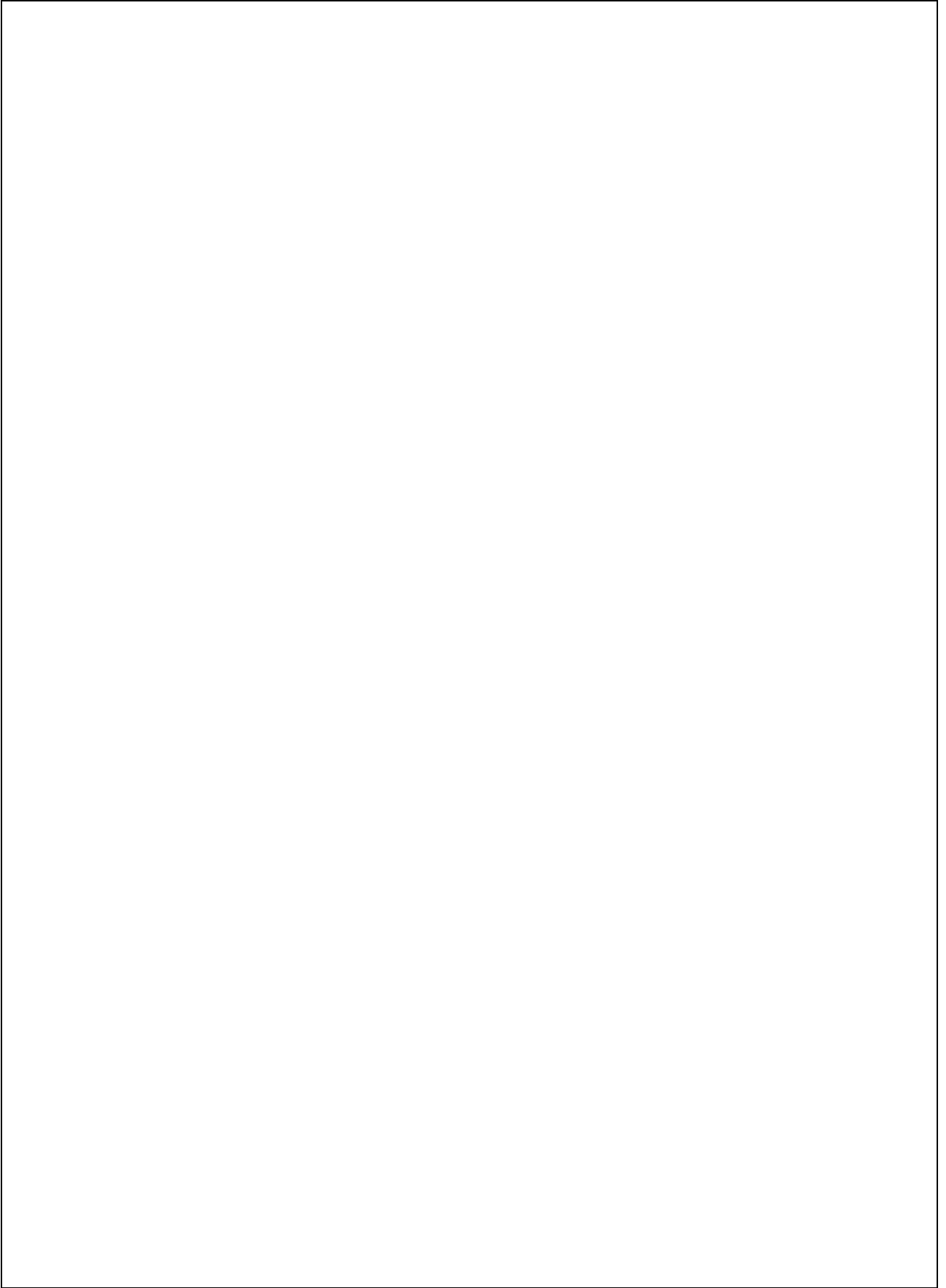
Number one the potential location for the Freeport development (EMP90) to the east of Diseworth, My main concern is the flood risk to the village. Why does this development need to be on Green belt land that directly slopes back to the village of Diseworth. On the 30/10/2023 the road outside my house turned into a stream making it impossible to access by a vehicle. If you allow development of EMP90 on this green belt land no amount of adaptations to the drainage will capture all the water running off concrete, this water would have previously been absorbed into the farmland. It will find its way into the village by the law of gravity and into the village of Diseworth. The treats of this to people in the village includes financial and devastation to personal belongings in people's homes. Not only this but it increases the risk to anyone wanting to access the village by any means of transport. I am asking NWLDC not to include the EMP90 site for potential development.

Number Two the proposed new housing settlement at Isley Woodhouse (Policy IW1) to the west of Diseworth, first off again if both developments mentioned in my email go ahead the risk to flooding the Village of Diseworth will be substantial. The road infrastructure already serves the race track and the airport at peak times of the day traffic already builds up with the proposal of 4500 homes this is only going to increase traffic the current infrastructure of the roads will not be able to cope with this also the risk to the residents of Diseworth wanting to leave the village and pulling out on the A453 with increased amount of traffic.

How will the conservation village status of Diseworth be maintained when it becomes adjoined to such a large housing development with the detriment of 750 acres of agricultural land and 7.5 miles of ancient hedges being destroyed. Food Production in the UK is impacted enough by climate change due to the amount of carbon produced so removing more good agricultural land is only going to impact food production more and increase carbon production within the

development. 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:

### 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](mailto:planning.policy@nwleicestershire.gov.uk) or Planning Policy Team, NWLDC, PO Box 11051, Coalville LE67 0FW

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



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

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Please complete both Part A and Part B.

### PART A – Personal Details

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

	Personal Details	Agent's Details (if applicable)
Title	Mr.	
First Name	Sean	
Last Name	Grascoigne	
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)

I strongly object to the proposed new housing settlement at Isley Woodhouse (Policy IW1). The proposed site is vast and directly attached to Diseworth, a heritage village of conservation status with a large number of listed buildings situated within. Not only will this negate the rural nature of Diseworth, it will destroy the rural visual aspects that residents of Diseworth and surrounding properties/villages located nearby currently have the benefits of. It is located in the wrong location being so close to Diseworth, Donington race track and East Midlands airport. The proposal of 4,500 houses and the subsequent amount of household vehicles will have a catastrophic effect on pollution, safety and noise which the current highway system simply cannot cater for, it is impossible for the road infrastructure to cope with this. The roads in the locality are currently in need of repair which the already financially stretched Highways agency are unable to safely maintain and the close proximity to junctions 23a + 24 of the M1 will be unable to cope with the sheer increase in traffic volume.

These junctions are already renowned for large scale traffic build ups and subsequent accidents diverting traffic through Diseworth and other local sites. An increase in vehicles in the locality will cause a massive issue on Diseworth which will be used as a cut through causing major congestion, pollution and road safety issues, bearing in mind Diseworth has a Primary School situated on a blind bend on the natural entrance to the village from the M1/A453. Along with all the other factors mentioned this will all have a serious effect on not only the physical but also mental health of the residents who currently live in Diseworth.

The adverse consequences of ill-designed developments that fail to foster community include social as well as economic and environmental costs, all of which may reduce property values and most directly this additional supply will generate lower house prices in Diseworth reducing the wellbeing among those already living here.

Environmentally the negatives of the proposed development in such a rural location includes the destruction of important arable farmland and sheer volume of existing hedgerows which will mean habitats will be destroyed ruining food chains and therefore destruction to wildlife elsewhere. It is impossible to replace this on such a large scale.

The worsened carbon cycle due to this destruction and the increased pollution and commuting from potential new householders will also contribute to climate change, a major global issue attempting to be combatted on a worldwide scale.

This development will have a huge impact on the soil beneath it and also around it. Poor soil and water management on construction sites can cause problems downstream from the development. Farmers have experienced a reduction in crop yields when land is developed into housing near their fields. The development is already on a flood risk site and Diseworth over the past few years has suffered a major increase in flooding and the increased run off due to concreting will definitely increase

## 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:

16/3/24.

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

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3a.

## Objections to IW1 continuation

the risk of flooding, especially during the construction phases where no drainage systems would have yet been put in place.

Data from the 'Icen Projects Limited on behalf of North West Leicestershire District Council - November 2022' states there is a housing need of circa 8,000 homes to assist in providing employment for the proposed Freeport site - approximately 1 mile from the proposed development, it appears this may be a driving factor behind the location suggested for this proposed town development and should not be a reason for the proposed development to be granted.

It appears any granting of approval for the proposed development is a knee jerk reaction to Government targets set out for the building of new homes. Proposed developments are being approved to meet these targets which would not ordinarily have achieved an approval status.

This proposal should not be approved for NWLDC to tick a box to meet Government targets and I do not support the proposed new town development at Isley Warehouse (Policy IW1).

I strongly object to the potential location for the Freeport development (EMP90).

It is a fact that Freeports have been tried and failed being abandoned by David Cameron in 2012. Due to the relative anonymity surrounding these mini tax havens they create a host of unwanted problems

with Freeports bringing minimal benefits to the areas they are located in. This is not something that can benefit the rural, heritage village of Diseworth, it would be built directly next to, it would only bring extreme harm to the village and countryside setting where it is proposed to be situated upon.

Environmentally the negatives of the proposed development in such a rural location includes the loss of conservation status the village has and destroy a vast area of natural farmland and countryside which will mean habitats will be destroyed ruining food chains and therefore further destruction to wildlife elsewhere, which no amount of artificial planting will ever be able to replace. This has a massive detrimental effect on wildlife and the natural food chains.

The worsened carbon cycle due to this destruction and increased pollution and commuting from those employed on the site will also contribute to climate change, a major global issue attempting to be combatted on a worldwide scale.

The Freeport is unlikely to provide high skilled jobs, instead creating low wage jobs in warehousing and could well drain activity from elsewhere in the country rather than creating new activity. With a new proposed housing development less than a mile away, Diseworth will become the rural meat in a concreted, destructive, pollutant sandwich.

This major development will have a huge impact on the soil beneath it, and also around it. Poor soil and water management on construction sites can cause problems downstream from the development. Farmers have experienced a reduction in crop yields,

continued.



When land is developed near their fields. The proposed development is on high ground sloping towards Diseworth which over the past few years has suffered major increases in flooding and the increased run off ~~to~~ due to concreting will definitely increase the flood risks further, especially during the construction phases where no drainage systems would have yet been put in place.

The current road infrastructure already struggles to cope with the volume of traffic especially when incidents/congestion occurs at the M1 junctions 23a and 24 with traffic users diverting, using the village as a cut through. There is absolutely no way the current road system would be able to accommodate a massive increase in traffic as a result of those employed and activity at the Freepart, it will only cause major congestion, increased pollution (air, light and noise) and road safety issues, bearing in mind Diseworth has a primary school situated on a blind bend on the natural entrance to the village from the M1/A453. Along with all the other factors mentioned this will all have serious negative effects on not only the physical but also the mental health of the residents who currently live in Diseworth.

There is absolutely no justification for the development of the Freepart which NWLDC themselves know is unacceptable as they quote on the Local Plan on their website - "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 Freepart land."

I therefore strongly oppose any potential development relating to the Freepart - EMP90.

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Re: Local Plan  
**Date:** 16 March 2024 17:19:01

---

Dear Sirs,

My wife has commented on more general terms regarding the Local Plan, but I would like to make more specific representations with regards to C48 – the 283 houses planned for the top of Spring Lane and Thornborough Road.

A similar plan for a smaller number of houses was rejected in 2017 for a number of reasons, but the main one being that it was the Council's "line in the sand" for development. This agricultural land stands as an important green wedge between Whitwick and Swannington and is very close to the Swannington Heritage Trust's Incline which is an important historical landmark of the area.

Spring Lane is already used as a "rat run" for people to avoid the constant traffic on the A511 and is designated for use by emergency vehicles should the A511 be blocked. It has a blind summit which causes problems for people not only exiting Spring Lane, but also crossing over to enter it. There is a bus stop just before the junction which is used particularly by young people going to and from the college, and buses often block the view of drivers.

I know that the latest plans specify there will not be an exit onto Church Lane, specifically to avoid objections about danger to primary school children, but during the construction process, the noise, dirt and fumes would be a dreadful problem, not only to the children and their families, but the residents bordering the site. I understand the protection of the footpaths has been mooted, but they would certainly be unusable during the construction of the site and many children and their families use them.

On a personal level, I live [REDACTED], *[personal information redacted]* and we already take our life into our hands every time we try and get out onto the lane. The hedges obscure the vision until we creep out into almost the middle of the road and people are often passing vehicles parked outside the cottages opposite so are on the right hand side of the road, driving down a hill. The increase in traffic from the impending caravan park will already cause extra problems, but this would be another level!

The way things are going, Coalville will be one sprawling mass subsuming all in it's wake and the small, unique villages that have existed for centuries will cease to exist. This would be a massive loss to all concerned.

Yours faithfully,

C H Kyriakou

Sent from [Mail](#) for Windows

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: A response to NW Leicestershire Local Plan (2020-2040) Consultation  
**Date:** 16 March 2024 17:59:42

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### **Proposed EEA Draft Policy EC5**

With regard to the Computer Centre as an existing employment site I would suggest that consideration be given to a change of use to provide amenity space for the village. The increasing population/housing stock and the lack of space elsewhere in the village makes retail and social facilities a much needed priority. The village centre is compact and unable to expand, has already lost a post office facility and the computer centre allocated toward such village amenity, would serve the village well over the coming years.

### **HMO Draft Policy H8**

The large number of HMO properties in relation to the village population makes further HMO provision undesirable.

### **Land North of Derby Road EMP73**

We moved to Kegworth in 2008 and at this time the village was relatively quiet and surrounded by green space. There was much talk at the time about a proposed by-pass and my naivety was to think that this was solely to relieve the traffic pressure through the centre of the village. The subsequent years have proved rather more was in the planning pipeline and the village now finds itself overshadowed by the Gateway and the rail hub. I therefore suggest that the village does not need further warehousing/employment provision to squeeze the character of a once quiet and pretty location. The point needs to be made that those employed at these new businesses are almost entirely ported in from outside the immediate area.

Thank you  
John Sisson

[REDACTED]




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Please complete both Part A and Part B.

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

	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name	Charlotte	
Last Name	Agar	
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.

### **Proposed New Housing Settlement at Isley Woodhouse (Policy IW1)**

I object to the above policy for the following reasons:

**Location:** The proposed settlement is too close to the conservation village of Diseworth, Donington Park Racetrack and East Midlands Airport.

**Flooding:** Diseworth already suffers from flooding after heavy rain. Building on land above the village would make this much worse.

**Air Pollution:** East Midlands Airport and the M1 affect the air quality in Diseworth. Having green spaces around the village helps to clean the air. If this land is built on the air quality would be severely impacted.

**Biodiversity:** The removal of so many trees, fields and hedges would have a negative impact on local wildlife.

**Infrastructure:** Medical services and local roads would be overwhelmed.

### **The potential location for the Freeport development (EMP90)**

I object to the above development for the following reasons:

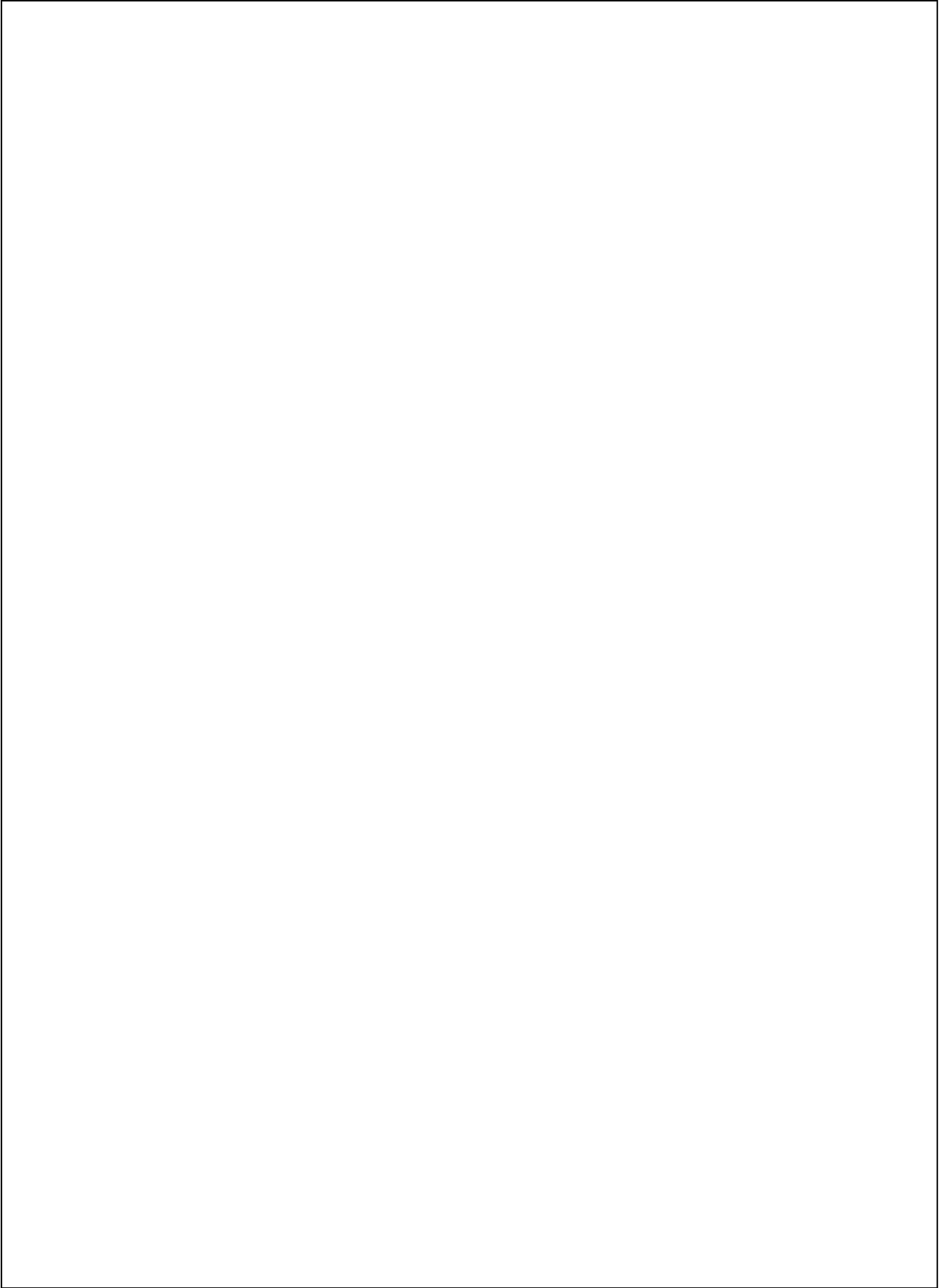
**Location:** The site sits above Diseworth on a hill. Large warehouses would completely overshadow the village.

**Flooding:** Concreting over a large area of farmland uphill of Diseworth will lead to water run-off flowing into the village increasing the flooding already being experienced.

**Air pollution:** This can only be made worse by the 24/7 movement of lorries around the site.

**Noise and Light pollution:** The proposed site adjoins the east edge of the village which will inevitably be impacted by the noise and light from the Freeport.

**Biodiversity:** The loss of tress, fields and hedgerows will have a negative effect on biodiversity in the area.



## 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: Charlotte Agar

Date: 14/3/24

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	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Miriam	
Last Name	Wallace	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
Street	██████████	
Town/Village	██████	
Postcode	██████	
Telephone		
Email address	████████████████████	

## **PART B – Your Representation**

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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.

**My response relates to both Policy EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

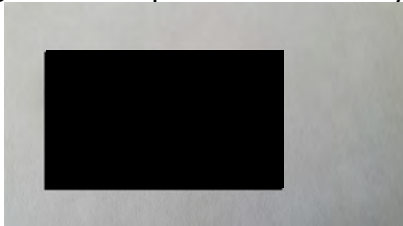
**With the large scale land allocation both sides of Diseworth, I object strongly as rural village life will be destroyed. These developments will turn our rural landscape into an industrial and urban conurbation. The reason I moved here in 2021 was to live in a countryside environment and not to end up in a loud, noisy polluted environment with impoverished quality of life. The scale of development will have a serious impact on the ecology and wildlife in this ancient rural area. NWLDC are required in this plan to balance economic development with social and environmental protections. Within Diseworth locale the Local Plan completely fails. The residents of Diseworth will be paying a very high price for the gain of the opportunistic developers of the industrial area. Therefore I cannot support this draft local plan without serious mitigation to Diseworth.**

**Declaration**

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

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

Signed: Completed electronically by Michael John Doyle



Date: 13 March 2024

**DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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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: Response to local plan - consultation  
Date: 16 March 2024 21:09:30

---

Worthington parish council wish to make the following comments in relation to the current local plan

## **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.

#### **10. 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.

Regards

Nicola Land

CILCA,

Clerk to Worthington Parish Council

LE67 2DB

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[clerk@worthingtonparishcouncil.org.uk](mailto:clerk@worthingtonparishcouncil.org.uk).

You may request to be removed as a contact at anytime by emailing [clerk@worthingtonparishcouncil.org.uk](mailto:clerk@worthingtonparishcouncil.org.uk).

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[www.worthingtonparishcouncil.org.uk](http://www.worthingtonparishcouncil.org.uk).

From: [REDACTED]  
To: [PLANNING POLICY](#)  
Subject: EXTERNAL: New Housing Development in Whitwick  
Date: 16 March 2024 21:57:23

---

Dear NWLEICS Council,

I am writing to express my opinion on the proposed changes to the Limits to Development in Whitwick - 500 houses behind Brooks Lane and 238 houses behind Thornborough Road. To be honest I don't understand the need for the new houses, and yes I read the documents on the government website, but reality is different. At least from my experience.

I came to this country more than 10 years ago with nothing, went to work for a minimum wage, never got any benefits, and didn't have a problem to afford or find a house to rent or buy so I don't understand why other people would have any problems if they have a job. And there are lots of jobs in the area if people really want to work.

There are so many new houses already built in Coalville and surrounding villages. Besides, there are many reasons not to build in the above area. Please see the below.

The roads surrounding the area are already very busy with people driving - e.g. Thornborough Road, roundabout at McDonalds' is already dangerous when you try to cross the road there. I myself witnessed a car hit a person on a wheelchair when he tried to cross the road as it happened in front of my eyes. With 783 more houses it will become impossible to cross a road anywhere for people walking and also will cause even worse traffic and delays.

Thornborough road is already very noisy to live in with so many cars passing through which is not very good for our, the residents', health and wellbeing. More houses = more air and noise pollution from more cars being in the area.

We all want to live in a place where we can go for a walk to spend some time surrounded by greenery or just take our dog for a nice walk to the fields/woods, and you now want to take away this from us and build houses on it. One of the reasons I moved to the area was that there are nice places to walk around and now you want to destroy it.

We all know the importance of the wildlife which becomes more and more important to protect for next generations but building more houses will be just another step to destroy our precious bit of nature we have here as a community.

Yes, more houses built means more affordable houses for more residents but I as a resident rather pay more and live in a quality area I can enjoy living in than to live in a cheap house surrounded by nothing else than more houses and more cars.

You as our council keep talking about sustainability and your goals to be greener but I don't think building on our green areas is a smart move and a long term sustainable solution for our community.

I believe there are more people in the area thinking like me and I wish so much that the proposal will not go ahead.

Best regards

Iva Knapcikova





## 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](http://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	Ms	Mr
First Name	A	T
Last Name	Summerton	Beavin
Job Title (where relevant)	Director	Principal
Organisation (where relevant)	Walton Homes Ltd	TWB Town Planning Consultants Ltd
House/Property Number or Name	[REDACTED]	[REDACTED]
Street	[REDACTED]	[REDACTED]
Town/Village	[REDACTED]	[REDACTED]
Postcode	[REDACTED]	[REDACTED]

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?	yes	Proposed policies
	yes	Proposed housing and employment allocations
	yes	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 NORTH WEST LEICESTERSHIRE LOCAL PLAN 2020 - 2040 - Policy H3 - Housing Provision – New Allocations
- Proposed Housing and Employment Allocations consultation document. (Draft Housing Allocations with Sustainable Villages).
- Proposed Limits to Development Document
- Inset Map 18: Moira & Donisthorpe

Use this box to set out your response.

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

We object to the **Draft North West Leicestershire Local Plan 2020 - 2040 Proposed Policies for Consultation - Policy H3, the Proposed Housing and Employment Allocations consultation document** and **Inset Map 18: Moira & Donisthorpe** as drafted.

We object to the plan and supporting documents on the basis that they fail to take account of a potential omission site at Ashby Road, Donisthorpe (see location site plan below). Walton Homes have very recently been made aware of this site as a future housing opportunity and therefore propose that this site should be included within the draft plan and supporting documents as a site to help provide for both the future housing and BNG needs of the District to 2040.

The site is now under option to Walton Homes who are a successful regional housebuilder and are keen to work with the Council to bring the site forward for development.

This entire site comprises 1.9 hectares of land in total with direct road frontage onto the Ashby Road. The site can provide for a number of new homes as well as BNG units from the development of the site and potentially BNG offsetting from other housing sites within the District.

The site could provide for a range of dwellings including both market and affordable housing if developed beyond the road frontage as well as providing for Biodiversity Net Gain and landscaping areas. The site could realistically provide for between 10 to 20 dwellings on 0.6 hectares of the northern part of the site via a cul-de-sac arrangement. This number would increase proportionally if the scheme progressed further to the south. The southernmost 0.3 hectares of the site is wooded, and this area would be retained and could be enlarged and managed to form a biodiversity enhancement area.

If the Authority consider that this site does constitute an omission site that should be added to the plan then the following alterations are proposed. Amend Policy H3 to include the site as an allocation and amend the Limits to Development to include the site accordingly. The site should be identified on Inset Map 18: Moira & Donisthorpe as a housing allocation.



Land at Ashby Road Donisthorpe

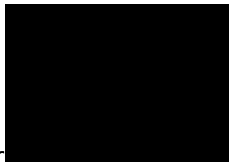


**Declaration**

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: 16/03/2024

**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

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

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



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

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	JEREMY	
Last Name	HUNT	
Job Title (where relevant)	[REDACTED]	
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?	<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)

IWI - ISLEY WOODHOUSE

THIS DEVELOPMENT LANDS TWO FIGGOS AWAY FROM MY BACK GARDEN. I AM UNSURE HOW YOU CAN JUSTIFY PUTTING 4500 + SHOPS ETC THIS CLOSE TO DISEWORTH VILLAGE, NOT ONLY IS THIS AN AREA OF NATURAL BEAUTY BUT IT IS ALSO A CONSERVATION VILLAGE. I STRONGLY DISAGREE WITH THE DEVELOPMENT GOING AHEAD, MY MAIN CONCERNS ARE THE IMPACT ON THE ENVIRONMENT, THE ADDED POLLUTION TO THE VILLAGE AND LACK OF INFRASTRUCTURE.

## EMV90 - FREEPORT

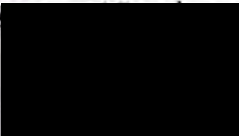
THIS IS EXTREMELY DISSAPPOINTING TO HEAR WHAT YOU ARE PLANNING TO DO WITH THIS DEVELOPMENT, MY CHILDREN PLAY DOWN HYANS LAKE AND LIKE TO EXPLORE THE FIELDS ETC. WE HAVE SAVED AND WORKED REALLY HARD TO BUY OUR PERFECT FAMILY HOME AND IF THIS GOES AHEAD WE WILL NOT BE OPENING OUR CURTAINS IN THE MORNING TO BEAUTIFUL VIEWS OF FIELDS, IT WILL NOW BE INDUSTRIAL UNITS.

I STRONGLY DISAGREE WITH THIS GOING AHEAD MY MAIN CONCERNS ARE THE IMPACT ON THE ENVIRONMENT, THE ADDED POLLUTION TO THE VILLAGE & AN INCREASE IN TRAFFIC/LARGE LORRIES.

### 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: 17.3.24

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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](mailto:planning.policy@nwleicestershire.gov.uk).

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or  
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## Draft North West Leicestershire Local Plan (2020 – 2040) Consultation - Response Form

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	Personal Details	Agent's Details (if applicable)
Title	<del>MISS</del> MISS	
First Name	Elinor	
Last Name	Hunt	
Job Title (where relevant)	—	
Organisation (where relevant)	—	
House/Property Number or Name	[REDACTED]	
Street	[REDACTED]	
Town/Village	[REDACTED]	
Postcode	[REDACTED]	
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
	<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.

1 w 1  
(Continue on a separate sheet / expand box if necessary)

I don't want houses built because it means less wildlife and then that means that the world doesn't work properly and animals are already die because they are going in the road ~~to~~ so the least we could do is let them keep there natural habitat and ~~it~~ ~~goes~~ it goes the same ~~with~~ with humans we chop trees down to space to build houses but there is also an effect on humans because ~~trees~~ trees give us oxygen and ~~is~~ we don't have oxygen than ~~we~~ we will die



emp90

~~It is fear on~~

I strongly disagree, obviously you have never seen the beautiful landscape and we don't want your ugly warehouse and on top of that

it is polluting our village and ~~with~~ with

won't help the wild life that has finally come at our house we have had some action

on the ring camera we found a hedgehog

You are ~~messing~~ up my ~~messing~~ messing

up the view from my bedroom window you are messing up my future

i will never understand why you would do this to our neighbours and even

our village. ~~at the time~~ even

you are destroying our fields with ~~at the time~~ and insects and even birds.

~~are~~ full of you are there 24/7 i won't sleep because of you relax because of you

~~but~~ but lets think about wild life i know you are all good people and you wouldn't do this to wild life

## 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.

Date: 17.3.24

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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 North West Leicestershire Local Plan 2020-2040 Consultation (February -March 2024)  
 Date: 17 March 2024 10:46:16  
 Attachments: [E9D98144-FA04-4E6A-AC57-57163C8E596E.jpg](#)

Please find attached the response to the consultation to the Diseworth plans. Unfortunately I could not get the links to word or pdf to work. I hope in this format my response can be added.

**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	Janet	
Last Name	Allard	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	[REDACTED]	
Street	[REDACTED]	
Town/Village	[REDACTED]	
Postcode	[REDACTED]	
Telephone	[REDACTED]	
Email address	[REDACTED]	

**PART B – Your Representation**

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

1. To which consultation document does this representation relate?	Proposed policies
	<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.

**My response relates to both Policy EMP90 (the EMA / SEGRO industrial / warehousing development to the East of Diseworth) and IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

I am very concerned about the impact on the Conservation Village of Diseworth and its residents. I have lived in Long Whatton all my life and raised children here, and love its special heritage and community. Any impact will be felt by both village communities.

I question whether NWLDC shares my love of my neighbourhood. The two proposals on which I am commenting will not "make my environment better". They will make it worse, destroying hundreds of acres of countryside, productive farmland and wildlife habitat. I would prefer to feel that NWLDC is 'working together' with me with its proposals.

**The two proposed developments to which I am objecting will permanently change the landscape around Diseworth and have the potential to not only affect the nature of our village and its environs, but also cause damage to the health of its residents and future generations.**

NWLDC's proposals for these developments conflict starkly with other laudable policies in the DLP which promote well-being, caring for the countryside, flooding, pollution, air quality, climate change, sustainability, employment, heritage and more.

One of my prime concerns is that, for planning purposes, **these developments should NOT be seen in isolation from each other.** The cumulative effect on Diseworth and Long Whatton of so many factors from multiple directions (including loss of wildlife habitat and rural landscape, air quality, light, noise, flooding, mental and physical health, traffic and more) must be viewed holistically.

It seems to me that both the EMP90 and IW1 developments are driven by Freeport Designation of our Area. As NWLDC is represented on the Freeport Board, how can you persuade me that your apparent support for both of these developments is not being pushed on to you by Central Government? If NWL had not been designated as a Freeport Zone, would you still be supporting the inclusion of these development proposals in the Draft Local Plan?

I am also concerned about the 'reach' of the Freeport designation. Where is the joined-up thinking of the three counties of Derbyshire, Nottinghamshire and Leicestershire? Why does NW Leics (and particularly Diseworth) appear to be bearing the brunt of this?

And may I ask about the "levelling up" justification of the Freeport designation of our area? I understand that NW Leics has some of the "highest levels of employment in the UK, with 1.2 jobs for every person of working age" (quoting from our MP). How does that qualify us for needing "levelling up"?

All of this comes on top of the various developments in NW Leics already experienced as a result of Diseworth being designated at the centre of the "Leicestershire International Gateway" as declared in NWL's Strategic Growth Plan published in 2018.

**Nowhere in the Draft Local Plan can I see any reference to protecting agriculture and food production.**

Is this not a priority? Diseworth's landscape has been shaped by over two millennia of agriculture. Are we prepared to throw that away, not only for ourselves, but for our grandchildren and beyond? Where will our future food security come from?

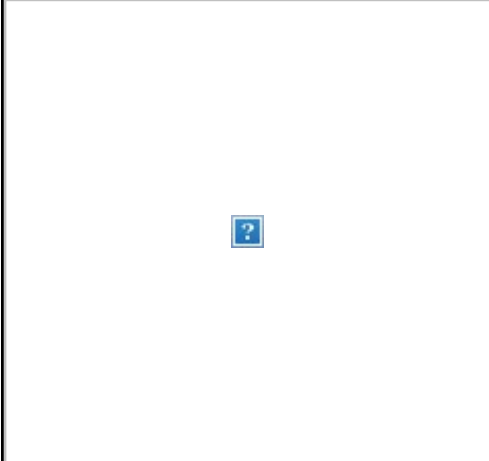
Those involved in formulating NWLDC's DLP probably have children of their own. How can they be comfortable with the proposed legacy of wholesale, permanent countryside loss which they will pass on to their grandchildren and beyond?

### **EMP90 Industrial Development East of Diseworth:**

My understanding is that there are two proposed developments in the pipeline:

- 1: EMA's proposal to develop south of the A453 down to Hyams Lane.
- 2: SEGRO's proposal to develop south of Hyams Lane down to Long Holden.

For a sense of scale, please see this mock-up of the village of Diseworth superimposed on those two sites:



What is the gain (apart from corporate profit from a cheap land grab) from destroying 250 acres of productive farmland, trees and (I estimate) at least 7 miles of hedgerow wildlife habitat to build industrial units? How can Biodiversity Net Gain be obtained from this destruction? Please do not tell me that you expect to get a BNG of 10% by planting trees elsewhere. This destruction is proposed to happen within the Parish of Long Whatton & Diseworth. Any BNG accrued should be within the zone that the destruction is occurring. What are NWLDC's plans for achieving that?

Why does NWLDC seem to have gone for the option of destroying the natural environment instead of utilising existing brownfield sites? the power station as being decommissioned, it has great links to the

motorways and the rail line passes close to it. This could be an ideal place to develop. Destroying countryside is not the answer. It cannot be replaced once it is destroyed. Look at all brownfield sites do not go for the easy option.

There is already flooding in both Long Whatton and Diseworth, and the run off from the airport with its contaminating de-icer has flooded the stream that passes through the villages. Runoff from mass development will get much worse. Also with the climate change and storms there will be no escape from flooding.

The light pollution from the airport is already impacting lives in Long Whatton. The sky is bright every night. This is from the airport and warehousing. And some residents at the top end of Long Whatton have lights shining into their bedrooms. This will be even worse should this development be passed.

#### **A Renewed Invitation:**

In June 2023, residents of Diseworth invited all members of the Freeport Board (which includes NWLDC) to take an evening walk with us along Hyams Lane to see the area that would be destroyed if this goes ahead. We received no response from any Freeport Board Members, nor did any of them show up on the evening.

#### **IW1 (Isley Woodhouse new settlement to the West of Diseworth).**

This proposal for a new settlement (I estimate about the size of Castle Donington) to the west of Diseworth is, unlike the EMP90 proposal, not within the Parish of Diseworth & Long Whatton. However, its impact on Diseworth would be significant.

My personal worries are:

- Seen in conjunction with the EMP90 proposal, this will squeeze Diseworth from both sides, with loss of a further 750 acres of agricultural land and ancient hedgerows.
- Diseworth is already subject to regular (and increasingly frequent) flooding from the west. Where will all the increased water from IW1 go?
- Air quality: given the prevailing westerly wind towards Diseworth, combined with Diseworth's situation in a dip (61 metres above sea level), how will the increased air pollution be managed? The current 'Green Lung' to the west of Diseworth, with its ability to scrub the air, will be lost to the new settlement.
- Why does so much of County & District Council's housing requirement need to be concentrated in this place, which comprises solely of undeveloped countryside?
- The IW1 proposal seems to me to be linked to Freeport development; Industrial development to the east of Diseworth, new settlement to the west of Diseworth.  
**The cumulative impact of both of these proposals MUST be viewed as a whole for planning purposes.**
- Increased pollution of all kinds for Diseworth ... noise, air, light, traffic emissions (not just tailpipe, but increasing concern about tyre particulates) ...  
Again, this MUST be seen holistically with the EMP90 proposal, as well as East Midlands Airport's continued expansion and current implementation of brighter lighting which is already affecting Diseworth.

#### **CLIMATE EMERGENCY:**

NWLDC (together with Leics County and City Councils), recognises that Global Warming and Climate Change is real, is accelerating, and that human activities are a major contributory factor. **NWLDC declared a Climate Emergency in 2019**, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.

I am trying (and failing) to see how the EMP90 and IW1 proposals, together with continued expansion of East Midland Airport (all three of which surround Diseworth), are driving us towards Net Zero.

Destroying hundreds of acres of carbon sink countryside either side of Diseworth to enable the building of EMP90 and IW1 puts us straight into carbon deficit before a spade is even put into the ground ... doesn't it?

#### **Why do these developments have to involve the destruction of Diseworth's Green Lungs?**

Destroying open, rolling countryside to build them is totally inappropriate.

#### **Please, consider the future world we are creating for those who come after us.**

The NWLDC Local Plan shapes the legacy we leave for OUR children, and grandchildren.

What legacy will NWLDC's Local Plan create for our OWN future families down the generations?

There must be a balance between achieving economic growth, corporate profit, and destroying our

environment to achieve it.

**I believe that the EMP90 and IW1 proposals, combined with continued EMA expansion, have got this balance utterly wrong.**

1. To the East, within our Parish: **EMP90 industrial development.**
2. To the West, bordering on our Parish: **IW1 new town.**
3. To the North: **East Midlands Airport.** Diseworth is located one mile south of the plateau on which EMA sits. EMA already has significant growth plans for the future, for both cargo and passenger flights. This EMA expansion gives me particular concerns about deteriorating air quality down in the "Diseworth Dip". Also, in recent weeks, EMA has erected new LED lighting which has increased light pollution shining directly down the hill into Diseworth. EMA did this without prior consultation with, or involvement of, Diseworth or Long Whatton residents.
4. I will respond separately to the Long Whatton development proposal.

The feeling of powerlessness in the face of all of this is, I know, affecting the mental health of the local residents of both villages.

**Finally ... what do I ask of NWLDC?**

I ask to feel listened to.

I ask to feel understood.

In particular, I would like NWLDC to clarify whether they really understand the cumulative effect of all the development threats to Diseworth & Long Whatton particularly those which appear to be sneaked in under the umbrella of Freeport designation.

I would like to feel that NWLDC really does 'Love My Neighbourhood'.

Right now, I find that difficult to do.

*J Allard*

Sent from my iPad

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Response to Draft Local Plan Consultation 2020 - 2024  
**Date:** 17 March 2024 11:00:31

---

To whom it my concern,

I wish to place on record my comments and concerns regarding various proposals that would affect the village of Diseworth.

It is difficult to understand why the Council is proposing the building of a large warehousing / industrial complex on the remaining few meters of green buffer between East Midlands Airport and the village of Diseworth. This space provides the village with some degree of protection from air, noise and light pollution, remembering that the airport operates on a 24 x 7 basis. It would appear that given the proposed development all aspects of pollution would be significantly increased. We know that logistics businesses will also need to run 24 x 7 operations.

Secondly I am justifiably concerned regarding the very significant risk of additional flood risk the development is bound to cause to the village. Given the scale and type of construction proposed in the plan the required drainage system required would need to be enormous in scale and cost. It would be very interesting to hear what the Councils proposals are and what effects of future climate change have been taken into account in this regard. Today, the airport has difficulty in managing rainwater discharge.

The Council is very well aware of the nuisance that airport parking causes to residents of Diseworth. With the industrialisation of the green buffer the situation is bound to become a lot worse. The small roads through to village are also bound to become even more of a rat run, with even more pollution and the road running past the infants school.

It would also appear that there are several other nearby locations on the A453 in the area where this type of development could be located without impact on any village, such as the development site located towards the east in Nottinghamshire. It has also been reported in the news that the Government is trying to find a use for the land it purchased Long Eaton and Totten for HS2, this must be worth investigation given it has existing rail infrastructure available.

Finally, it is said said that in the past East Midlands Airport has used the existence green space around its facility as part of the justification for expansion, something that I assume was at the time taken into account by the Council. So please preserve our small green buffer.

Charles Brompton

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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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	Meryl	
Last Name	Tait	
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                           |
| <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.

IW1 and EMP90.

Use this box to set out your response.

**IW1 New town at Isley Woodhouse.** My concerns are:

Flooding

Flooding has, over the past few years, become a major problem in Diseworth. Roads through and into the village have been badly flooded in recent years, damaging property and making travel extremely difficult and dangerous. The proposed site of the new town is on land that naturally slopes into Diseworth and the run off from this development could mean much worse flooding in Diseworth.

Traffic

A development of 4,500 will increase the traffic on already very busy roads. Diseworth is already a rat run and I am worried that this will only get worse, leading to more accidents. In conjunction with increased activity at the East Midlands Gateway and the proposed Freeport development, roads, which are already in a bad state, will deteriorate. The potholes on the A453 near the airport are getting worse, with no sign of the highways department being able to afford the repairs.

Pollution

Such over development of one area will lead to an increase in air, light and noise pollution.

Loss of agricultural land and destruction of hedges.

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

**Freeport development (EMP90).**

My concerns are similar to those raised regarding Policy IW1:

Once again, flooding is a serious concern. Diseworth lies in a natural dip and the land for the proposed Freeport naturally slopes down to the village. Run-off from the development can only make an already bad situation worse.

An increase in traffic, particularly lorries, will lead to an increase in air and noise pollution and as the site will need to be lit, light pollution. The increase in traffic will inevitably lead to the village being used as a rat run or diversion, increasing pollution and compromising safety of the residents.

The destruction of agricultural land and the impact on wildlife.

The local plan states that 'we do consider that the potential impacts on Diseworth, particularly heritage, landscape and amenity, are likely to be unacceptable based on the current extent of designated Freeport land'. If this is true, how can such development be allowed?

In conjunction with the proposed housing development on the other side of the village, it really is too much in one place. Diseworth will be swallowed up.

**Therefore I am asking NWLDC not to include the EMP90 site for potential development. It will destroy this village.**



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

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

Signed: M.Tait

Date: 16 March 2024

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto:planning.policy@nwleicestershire.gov.uk) or DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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**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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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Alan	
Last Name	Wade	
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. Isley Woodhouse Policy IW1		Proposed policies
2. Freeport development (EMP90)	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 would firstly like to take the time to say that this overall process of reviewing all 3 of the Proposed Policies (a total of 345 pages) is tedious and time consuming BUT being a resident of Diseworth it is a "must do" as both the IW1 and the EMP90 proposals are not wanted nor welcome!

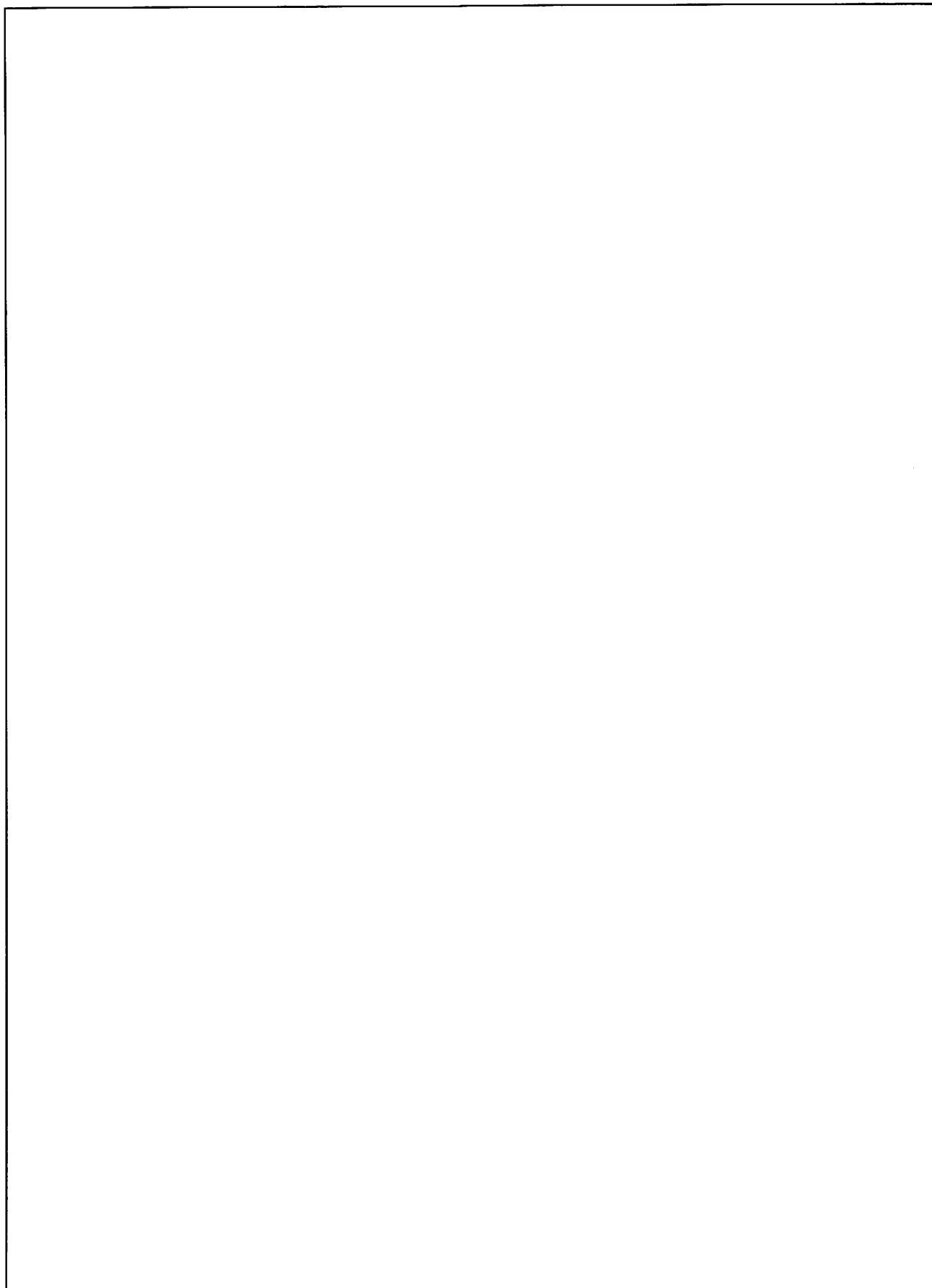
**The proposed new housing settlement at Isley Woodhouse, policy IW1 to the west of Diseworth.**

- This development is too close to the Airport in regard to excessive 24 hour noise, too close to Donnington Park race track in regards to excessive noise and additional traffic and too close the small historical village of Diseworth.
- My assumption is that a developer has made a proposal based on them buying the land and gifting the nwleic council an easy option in the build and supply new homes rather than an understanding of where these new houses need to be as they are not needed next to Diseworth.
- I've been a resident of the village for 3 years and have seen the brook burst its banks on several occasions so why contemplate building a town up stream, madness, as the only way the water can go is through the village and onto Long Whatton!
- The road infrastructure will not take a vast increase in cars, vans and lorries as there is already an issue when there are specific events on at Donnington Racetrack.
- Noise pollution, light pollution (we have this already this from EMA as it's been reported) and air pollution pose a major concern within the village.
- Why destroy all those acres of farmland for the sake of it when the IW1 is not needed here next to Diseworth.

### **The potential location of the Freeport Development EMP90**

- Flooding is a massive concern to Diseworth and Long Whatton as all the surface water has only one way to go, into the Diseworth Brook which has often burst its banks on a regular basis.
- The worry of 24 hours of noisy lorries coming and going, beeping loudly when reversing and adding traffic onto the main road every day of the year.
- The impact of light and air pollution for the village when we've had green fields to look at and enjoy.
- Why would you build a Freeport next to an historic village when many other sites very close by are available, could it be that Segro are pushing the nwleic council as they see it as an easy option?
- Many B8 sheds within a few miles of Diseworth are still empty, that must tell you something.
- The current road infrastructure will not be able to support this proposed development or new housing development. Why spend a vast fortune on upgrading the roads when they are perfectly fine as they are, the council would be better to spend any proposed funding on more important projects.



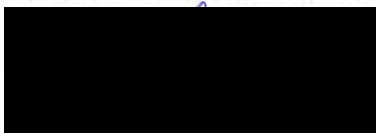


## Declaration

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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:

16<sup>th</sup> MARCH 2024

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	Personal Details	Agent's Details (if applicable)
Title	Mrs	
First Name	Samantha	
Last Name	Wade	
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. Isley Woodhouse Policy IW1		Proposed policies
2. Freeport Development EMP90	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 am writing to you today regarding the two separate planning issues that are going to greatly impact Diseworth village if they are allowed to go ahead.

The proposed new housing settlement at Isley Woodhouse, policy IW1 to the west of Diseworth.

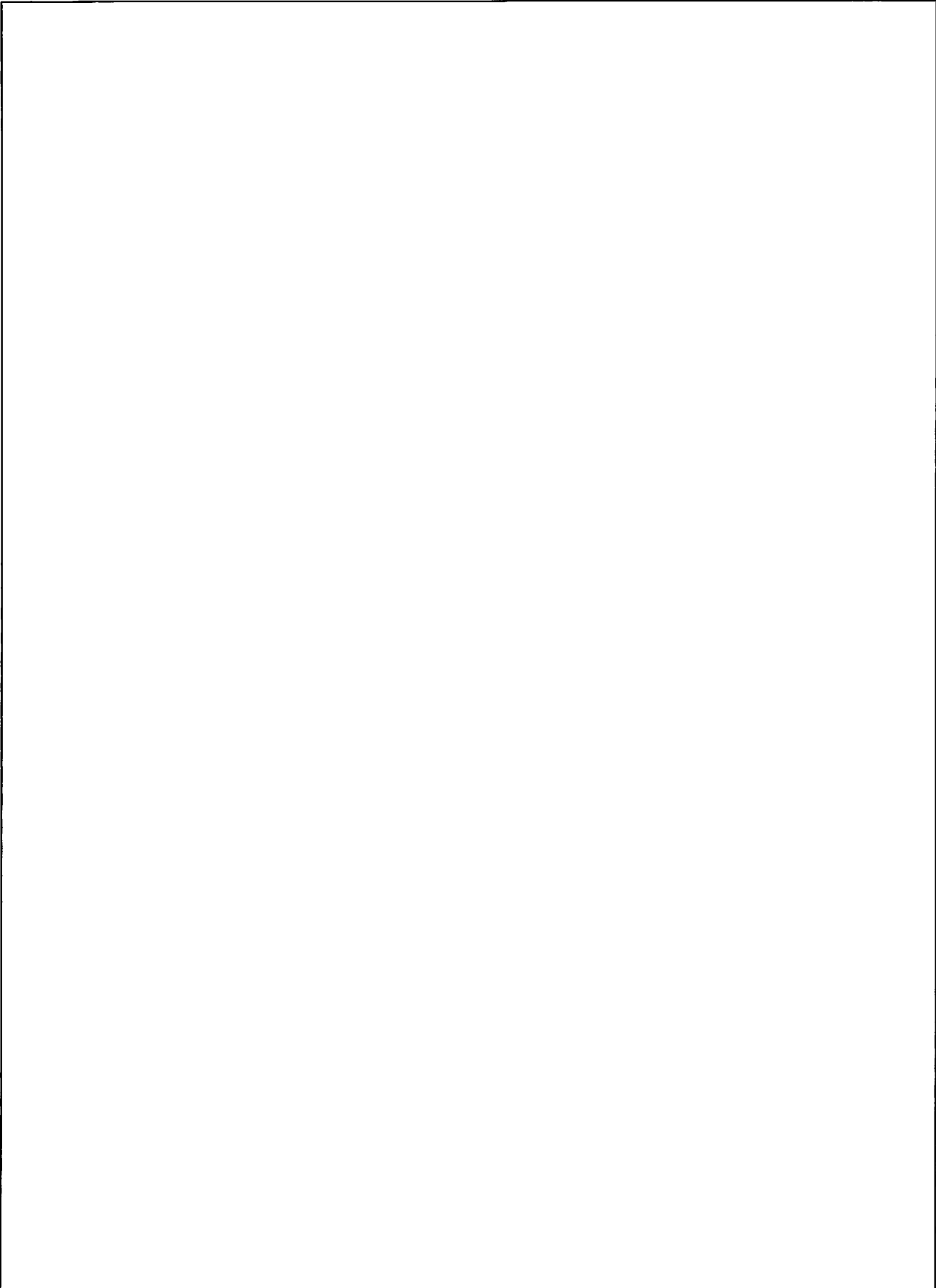
- North West Leicestershire Council are already aware of the flooding issues within the village and yet you are considering building a vast amount of houses on farmland adjacent to the village. The concreting and tarmacking over valuable farmland will only increase the issues with flooding that we have. Diseworth sits in a basin like landscape with a brook which runs through the village, it won't matter how many holding ponds are created the issue will only get worse.
- I really thought we may have learnt a valuable lesson during Covid. Farmland is needed to help produce food or graze our livestock so that our shops aren't empty or is the general idea to build on valuable farmland, so we keep the shed owners happy by needing to import food, therefore keeping their warehouses fully used?
- When I moved to Northwest Leicestershire, I felt proud to be living in "the heart of rural England" your own quote, proudly displayed around us on your road signs. If you pass the planning for the new town and Segro achieve their own goals, there will certainly be a landscape around the historic village that will not feel rural at all.
- Having lived previously in a development like the proposed IW1 I have firsthand experience of promises of new schools, dentists, doctors, and other facilities which even if they materialise are never sufficient for the demand these new towns present. The stress is therefore put on to existing doctors, schools, etc. to cope and local existing residents in this area will suffer, their access to doctors' appointments becomes more limited etc.
- Local residence already experiencing noise, light and traffic pollution will suffer added pollutants due to the increase in light pollution, noise pollution, and increase of traffic on already busy roads.

The potential location of the Freeport Development EMP90

- Alongside these houses are the plans for vast warehouses. Not only will these add further risk to flooding but they will loom over the village and increase yet more pollution, noise

light and lorry emissions.

- I cannot understand how you can possibly think that this conservation area can cope from a residential position or with the matters that I have raised, and I haven't even addressed the mental health impact on residents.
- I really thought we may have learnt a valuable lesson during Covid. Farmland is needed to help produce food or graze our livestock so that our shops aren't empty or is the general idea to build on valuable farmland, so we keep the shed owners happy by needing to import food, therefore keeping their warehouses fully used?
- When I moved to North West Leicestershire I felt proud to be living in "the heart of rural England" your own quote, proudly displayed around us on your road signs. If you pass the planning for the new town and Segro achieve their own goals, there will certainly be a landscape around the historic village that will not feel rural at all.
- I haven't even started on the subject of the destruction to the wildlife environment, how can you justify this? Hedgerows, trees and grasslands all planned to go. Replaced with warehouses that could be placed in a much more suitable position and a town which as far as I'm concerned is being considered because it's the easy option for the council.
- I ask that you think about your decision carefully and not purely from an economic viewpoint, if this development of huge warehousing is allowed to go ahead, the impact on life in the local community of historic Diseworth will be hugely damaging. Not only to the residents of the village but to the wildlife that will have their environment destroyed, also to the UK farming economy and the sustainability of home-grown food production.
- There is land available for these massive warehouses to be built on the A453 near the Ratcliffe-On-Soar Power Station, this position is much more suitable with good access and less impact to the local area and residents.
- Please don't be lazy in your decision making.

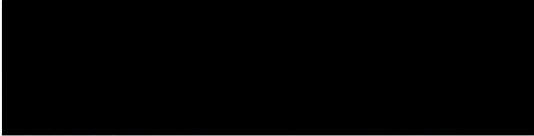


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Signed:



Date: 17<sup>th</sup> March 2024.

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

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Cc:** [IAN NELSON](#); [SARAH LEE](#)  
**Subject:** EXTERNAL: Planning Application case ref. IW1 and Freeport EMP90  
**Date:** 16 March 2024 16:32:06

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Good afternoon,

Please take the time to read my email.

I am writing to you today regarding the two separate planning issues that are going to greatly impact Diseworth village if they are allowed to go ahead.

As a resident of the village I would like to raise my concerns to you separately in a personal email rather than just via the complex forms that the council have on their website.

The noise and light pollution from the airport is already at a level which can make night time sleeping somewhat difficult and we are the furthest away from the airport within the village, goodness knows how the residents nearer to it manage at night.

North West Leicestershire Council are already aware of the flooding issues within the village and yet you are considering building a vast amount of houses on farmland adjacent to the village. The concreting and tarmacking over valuable farmland will only increase the issues with flooding that we have. Diseworth sits in a basin like landscape with a brook which runs through the village, it won't matter how many holding ponds are created the issue will only get worse.

Alongside these houses are the plans for vast warehouses. Not only will these add further risk to flooding but they will loom over the village and increase yet more pollution, noise light and lorry fumes.

I cannot understand how you can possibly think that this conservation area can cope from a residential position or with the matters that I have raised and I haven't even addressed the mental health impact on residents.

I really thought we may have learnt a valuable lesson during Covid. Farmland is needed to help produce food or graze our livestock so that our shops aren't empty or is the general idea to build on valuable farmland so we keep the shed owners happy by needing to import food, therefore keeping their warehouses fully used?

When I moved to Leicestershire I felt proud to be living in "the heart of rural England" and "gateway to the National Forest", your own quotes proudly displayed around us on your road signs. If you pass the planning for the new town and Segro achieve their own goals there will certainly be a landscape around the historic village that will not feel rural at all.

I haven't even started on the subject of the destruction to the wildlife environment, how can you justify this? Hedgrows, trees and grasslands all planned to go. Replaced with warehouses that could be placed in a much more suitable place and a town which as far as I'm concerned is being considered because it's the easy option for the council.

I am available to discuss any of the points that I have raised, I have many more. Please think about the bigger picture when you have your planning meeting and not just the quick fix, all in one place, highly unsuitable options..

Kind regards,  
Samantha Wade

Sent from my iPhone





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

## PART B – Your Representation

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

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

Use this box to set out your response.

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

I would like to comment on both the proposed new housing settlement at Isley Woodhouse (Policy IW1) to the west of Diseworth and also the potential location for the Freeport development (EMP90) to the east of Diseworth

Comments relating to Policy IW1 (new town at Isley Woodhouse)

I have numerous concerns about the proposed housing settlement at Isley Woodhouse:

Flooding:

- The village currently suffers considerably already from flooding issues. My property, [REDACTED] [REDACTED] has previously been flooded, as have many of the other houses in the village. Flooding currently occurs at multiple locations in the village, on Lady Gate, Brookside, The Bowley, Grimes Gate, Page Lane etc. Here is a recent picture, taking on 2<sup>nd</sup> January 2024, showing the road in The Bowley, which became a river. There are many more...



- The proposed housing development is massive and the site on which the development will take place will hugely increase the water coming into the village and by agreeing to this development NWLDC are knowingly increasing what is already a major problem. The proposed housing estate is proposed to take place on land that already naturally slopes into Diseworth village. When this land is developed for commercial purposes, it is highly likely that the additional run-off coming into the village this situation will become much worse.
- The flooding situation in Diseworth and Long Whatton is already dire. However, we are being told that these 'once in a lifetime' flooding events are happening more frequently. To what extent will any assumptions about future flooding reflect the most recent data and projections (i.e. from the last 2 years) given these developments? Is the data that you are using to estimate the water flow into the village based on very recent (last 2 years) data and predicted future estimates based on these levels? If not, then I would suggest that any estimates used to predict likely flood levels would be significant underestimates.

Traffic:

- Given that the size of the housing development proposed in IW1 is huge, 4,500 houses, how do you propose to create access in and out of these areas? Currently traffic on the A453 heading on the route from Castle Donnington, past the airport and out to the M1/M42 junctions is already a massive problem, and this is only getting worse as developments at East Midlands Gateway continue at pace. It is not uncommon on a Thursday or Friday night to take 20-30 mins to take that short 1-2 mile journey. How do you therefore propose to allow suitable movement of traffic with an additional 9,000 cars using this road every day (assuming 2 cars per family)? There are no plans published so far which indicates how this might be possible.
- Who will pay for these new roads? There are huge pot holes in the A453 now and that suggests that Highways don't have spare funds.
- I am also hugely concerned about safety for people in the village which I would expect would be significantly

compromised. We already struggle from people using Diseworth and Long Whatton as rat runs at peak times. My expectation is that this will get much, much worse and this, combined with the encroachment of taxis now using Diseworth and approaching areas as temporary waiting areas for the airport is going to create significant hazards. I would not be at all surprised to see accidents and even fatalities as a result. I really hope I am wrong.

Pollution:

- Particulates: Diseworth already suffers from being in a dip and picks up particulates from the M42 and M1 motorways, the A453, East Midlands Airport, Castle Donnington Race Track etc. Developing 4,500 houses right next to the village and removing 750 acres of agricultural land and miles of trees and hedgerows removes the green lungs around Diseworth which help to detract from some of the current pollution levels. This, combined with the huge increase in traffic, not to mention building dust and debris would almost certainly increase these issues. There have been multiple studies of the relationship between particulate studies and health. I'd like to understand what the current particulate levels are in the village to establish a baseline. I'd like to understand what NWLDC considers to be acceptable future levels of particulate levels. I'd like to understand how, over a 20 year time horizon, NWLDC is intending to monitor future particulate levels.
- Noise: 4,500 houses will generate huge increases in noise pollution from additional traffic and building work.
- Litter: one only has to take a stroll along the A453 leading up to the motorway services at Junc 23a to see the vast amounts of litter. Heavy traffic sadly gives rise the heavy litter. Not only is this unsightly, but since most of it is plastic, it is also bad for health
- Light: 4,500 houses, the associated street lighting and traffic will serious impact light pollution, making it worse than it already is.
- Biodiversity: the IW1 policy claims to achieve a net gain in bio-diversity. How can that possibly be? How the destruction of 750 acres of fields and hedgerows result in increased biodiversity. It does not add up.
- Conservation: I like many others in Diseworth live in a conservation zone. Sometimes that can be annoying, as when I apply for planning permission it can feel like I have to jump through hoops to do things like change windows to UPC. I accept this. It is good to have tight planning controls and it preserves to quality of villages like ours. However, how can the conservation status of Diseworth possibly be maintained when it becomes joined to such large housing developments?

Location:

- I really don't understand why this location for the proposed development is being considered. The development just seems too close to Diseworth, too close to the airport, too close to the racetrack and has really poor road infrastructure around it.

In summary, I completely disagree with the proposed developments in policy IW1, the new town development of Isley Woodhouse.

Comments relating to Policy EMP90

I also have a significant number of concerns about the proposed Freeport development to the west of Diseworth village. Some of my concerns are similar to my comments above but I think it important to document them as they are also very much applicable to EMP90, as follows:

Flooding:

- The village currently suffers considerably already from flooding issues. My property, [REDACTED] [REDACTED] has previously been flooded, as have many of the other houses in the village. Flooding currently occurs at multiple locations in the village, on Lady Gate, Brookside, The Bowley, Grimes Gate, Page Lane etc. Here is a recent picture, [REDACTED] showing the road in Diseworth, which became impassable recently. It is important to note that whilst the brook is a major flooding risk, this picture shows the amount of run-off that we currently get, coming down the hill and off the lanes leading into Diseworth. This picture is just run-off, not the brook flooding. Imagine what happens when the brook floods as well?!



- The proposed Freeport development is massive and the site on which the development will take place will hugely increase the water coming into the village and by agreeing to this development NWLDC are knowingly increasing what is already a major problem. The proposed Freeport is proposed to take place on land that already naturally slopes into Diseworth village. When this land is developed for commercial purposes, the additional run-off coming into the village this situation will become much worse.
- The flooding situation in Diseworth and Long Whatton is a major problem. However, we are being told that these 'once in a lifetime' flooding events are happening more frequently. To what extent will any assumptions about future flooding reflect the most recent data and projections (i.e. from the last 2 years) given these developments? Is the data that you are using to estimate the water flow into the village based on very recent (last 2 years) data and predicted future estimates based on these levels? If not, then I would suggest that any estimates used to predict likely flood levels would be significant underestimates.

Traffic:

- Given that the size of the housing development proposed in EMP90 is huge, how do you propose to create access in and out of the Freeport and how will you protect local villages like Diseworth from this traffic? Currently traffic on the A453 heading on the route from Castle Donnington, past the airport and out to the M1/M42 junctions is already a massive problem, and this is only getting worse as developments at East Midlands Gateway continue at pace. It is not uncommon on a Thursday or Friday night to take 20-30 mins to take that short 1-2 mile journey. How do you therefore propose to allow suitable movement of traffic with the huge additional lorry load of vehicles using the Freeport. There are no plans published so far which indicates how this might be possible.
- How do you proposed to measure the impact of increased traffic on our local road network? I'd like to understand how you are modelling the potential impacts and how you consider that the road infrastructure will cope with this. I'd also like to understand what projections are included to take account of the number of people who will be using our road infrastructure around Diseworth and Long Whatton to travel to work for jobs created

by the Freeport. How many people do you expect to be employed by the Freeport and to what extent are the movements of these people considered in your plans?

- Who will pay for these new roads? There are huge pot holes in the A453 now and that suggests that Highways don't have spare funds.
- I am also hugely concerned about safety for people in the village which I would expect would be significantly compromised. We already struggle from people using Diseworth and Long Whatton as rat runs at peak times. My expectation is that this will get much, much worse and this, combined with the encroachment of taxis now using Diseworth and approaching areas as temporary waiting areas for the airport is going to create significant hazards. I would not be at all surprised to see accidents and even fatalities as a result. I really hope I am wrong. We have a number of elderly residents and a primary school in Diseworth and I am genuinely concerned.

Pollution:

- Particulates: Diseworth already suffers from being in a dip and picks up particulates from the M42 and M1 motorways, the A453, East Midlands Airport, Castle Donnington Race Track etc. Developing the Freeport literally right next to our village in Diseworth and removing miles of agricultural land, trees and hedgerows removes the green lungs around Diseworth which help to detract from some of the current pollution levels. This, combined with the huge increase in traffic, not to mention building dust and debris would almost certainly increase these issues. There have been multiple studies of the relationship between particulate studies and health. I'd like to understand what the current particulate levels are in the village to establish a baseline. I'd like to understand what NWLDC considers to be acceptable future levels of particulate levels. I'd like to understand how, over a 20 year time horizon, NWLDC is intending to monitor future particulate levels. I'd like to understand also how NWLDC takes account of physical and mental health outcomes in this process?
- Noise: The Freeport will generate huge increases in noise pollution from additional traffic 24/7 and from the building work.
- Litter: one only has to take a stroll along the A453 leading up to the motorway services at Junc 23a to see the vast amounts of litter. Heavy traffic sadly gives rise the heavy litter. Not only is this unsightly, but since most of it is plastic, it is also bad for health
- Light: the Freeport will need to be lit for worker safety. I do not accept that this can be solved by buffering, screening or other attempts to shield us versus what we have today
- Biodiversity: the Freeport policy claims to achieve a net gain in bio-diversity. How can that possibly be? How the destruction of acres of fields and hedgerows result in increased biodiversity. It does not add up. I also don't accept the planting of trees in some far off destination = neutral impact. It will be an environmental disaster here in Diseworth.
- Conservation: I like many others in Diseworth live in a conservation zone. Sometimes that can be annoying, as when I apply for planning permission it can feel like I have to jump through hoops to do things like change windows to UPC. I accept this. It is good to have tight planning controls and it preserves to quality of villages like ours. However, how can the conservation status of Diseworth possibly be maintained when it becomes joined to such a large industrial development and how does the planning process have integrity when local people attempt to make small changes with difficulties but something like this seemingly is not subject to the same rigour. The local plan actually says 'we do consider that the potential impacts on Diseworth, particularly heritage, landscape and amenity, are likely to be unacceptable based on the current extent of designated Freeport land'. I agree that is unacceptable but if you also agree, how are you allowing this proposal to be considered?

Location:

- I have lived in Diseworth for over 25 years. Both my children have grown up in the village. It is a fantastic place to raise children. However, I really worry about the legacy of these proposed changes and how that will impact on not only myself, but my children and grandchildren. This development will simply destroy our village.

In summary, I completely disagree with the proposed developments in policy EMP90, the proposed location for the Freeport village.

I also feel that the combination of these 2 developments is unjustified aggression from NWLDC and central government. The process feel undemocratic and unfair.

## 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: RASmithies

Date: 11<sup>th</sup> 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](mailto:planning.policy@nwleicestershire.gov.uk).

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**





**Castle Donington  
Parish Council**

## **LOCAL PLAN CONSULTATION**

### **CASTLE DONINGTON PARISH COUNCIL - COMMENTS**

**16 MARCH 2024**

#### **1.0 Settlement Hierarchy, Key Service Centres (S2) and Housing**

Castle Donington and Ashby de la Zouch are both categorised as Key Service Centres.

They are, however, clearly and fundamentally different by any reasonable measure.

Ashby de la Zouch has a much more developed range and quality of services and facilities. This is demonstrated by the fact that the local population of Castle Donington regularly visit Ashby de la Zouch to make use of its facilities. It is unlikely that this is reciprocated.

The retail and leisure offering that Ashby de la Zouch benefits from is far superior to that of Castle Donington. Ashby de la Zouch has retail parks, large established 'one-stop' supermarkets, discount food stores, DIY outlets, a B&M warehouse etc. It also has a large, by comparison, and accessible town centre retail area with numerous branded and independent shops.

Castle Donington has a large format Coop convenience store and a discount food store. It does not have a town centre area, and only has a small village centre with a handful of independent shops and very limited parking. The village centre has not grown in line with the residential development because it cannot do so. It is physically restrained, as well as being within a Conservation Area. To expand, would change the character of the location and have a negative impact. There is no leisure centre in Castle Donington and dated medical infrastructure that cannot meet the current demand placed on it.

Castle Donington is very different to Ashby de la Zouch and planning policy decisions should take that into material consideration rather than liken the two as Key Service Centres without further detailed analysis. They are incomparable.

The report to the Local Plan Committee (Nov 2023, section 4.43) notes that whether land should be allocated for housing at Castle Donington or Ashby de la Zouch is 'finely balanced'. Given the fundamental difference between the two Key Service Centres, the headlines of which are noted above, this assertion of a 'fine balance' is potentially misleading. The spirit

of that section of the same report is that Ashby de la Zouch is already getting more houses and that therefore Castle Donington should take its share to bring similarity in housing growth – in other words, to take its fair share. The taking of a fair share is not a commonly known planning policy. This assertion does not account for the fundamental differences in infrastructure. The reality is that the infrastructure status quo of Ashby de la Zouch can *already cope* with further development with no significant change, whereas Castle Donington simply *cannot cope now and is restrained* in what increased infrastructure could be achieved to support in the future. Returning to the fair share concept, to achieve a fair share of draw on available resources and infrastructure then it is Ashby de la Zouch that can reasonably absorb far more housing development than Castle Donington.

The difference between Ashby de la Zouch and Castle Donington is further tangibly demonstrated by the level of support received from NWLDC. Ashby de la Zouch has a Town Centre Manager, assistance with events, a purple flag scheme etc. Castle Donington does not.

With further employment and industrial development around Castle Donington, and the potential Freeport and new settlement, there would be Highways benefits to additional new housing in Ashby de la Zouch and not Castle Donington. There is already significant strain on the road network around the airport and Castle Donington. The Relief Road has helped but has become very busy already due to an overall net increase of traffic and was not designed for the volume or type of traffic that now uses it.

Section 4.38 of the same report to the Local Plan Committee essentially presents a choice between land South of Ashby de la Zouch and land West of Castle Donington for housing. It is the view of Castle Donington Parish Council that, with respect to this choice, Ashby de la Zouch should receive a *significantly* higher allocation.

### **1.1 General points regarding proposals to increase housing provision in Castle Donington:**

- Secondary schools would need improvements – size, services, equipment provision.
- There is no leisure centre in Castle Donington meaning the nearest sports facilities would be in Coalville or Ashby de la Zouch.
- The existing historic *village centre* already cannot cope.
- The existing medical facilities already cannot cope.
- Open space, sport and recreation is well utilised and will soon be at capacity.
- Community facilities like the village hall, the community hub etc. are well utilised and will soon be at capacity.
- Housing provision needs to reflect the community needs – the elderly (Castle Donington has a high proportion of elderly) and affordability for local workers.

### **2.0 Neighbourhood Plans**

It is noted in para 4.46 of the Draft Local Plan Proposed Housing and Employment Allocations document that Ashby's extant 2018 Neighbourhood Plan does not allocate any sites for housing and that the new NWLDC will seek to allocate housing regardless of the Neighbourhood Plan. Therefore, with respect to residential housing, the existence of a Neighbourhood Plan seems to be regarded as irrelevant. It follows that Castle Donington should not be treated in any way unfavourably by not having a Neighbourhood Plan.

### **3.0 Isley Woodhouse (IW1)**

Castle Donington Parish Council supports the concept of a new settlement to take as much of the housing allocation as possible in order to reduce the burden on Castle Donington and other areas. It is hoped that a new settlement would also have sufficient infrastructure and connectivity to be self-supporting. This will also reduce the traffic burden on Castle Donington.

Whether Isley Woodhouse is the right location for a new settlement is a moot point.

If this is the new location for a new settlement, it should be just that, a properly supported new settlement, perhaps in the style of Poundbury, Dorset. It would be preferable that the 4,500 homes are expedited on this land to increase the allocation from 1,900 and reduce the allocation elsewhere.

### **4.0 Land North and South of Park Lane (CD10)**

A new settlement or land at the far superior Key Service Centre of Ashby de la Zouch, and indeed other sites, should be pursued for housing allocation before this site is considered.

The current scheme is nowhere near completion and there is insufficient local infrastructure to support further residential development off Park Lane. The type of housing that has hitherto been constructed does not meet local needs because employees of large local employers cannot afford new houses in Castle Donington. This means that there is an inflow and an outflow of workers every day. This is unsustainable for local roads and against the spirit of housing provision and environmental factors.

The existence of the Relief Road would create more dormitory style living as this site would essentially be an isolated estate of houses, be disjointed and fail to promote community cohesion.

### **5.0 Other New Settlement**

Castle Donington generally supports the concept of a new settlement when compared to residential or other expansion of Castle Donington or other areas.

## **6.0 Land West of Hilltop Farm, Castle Donington (EMP89)**

There is no requirement for further development of this land.

## **7.0 Limits to Development**

Castle Donington Parish Council feels there is no requirement to increase the limits of development although does not object to the proposed LtD/CD/01 proposal in isolation.

It is also noted that the proposed change of LtD/CD/02 is undesirable but is preferable to the current planning application (23/00883/FULM) for an adjacent site off Hill Top (please see Castle Donington Parish Council comments on this application. Hill Top is not suitable for this kind of development. Planning Policy comments already note that need is not demonstrated.

### **7.1 The following points should also be considered with respect to limits to development:**

- The local farming and agricultural land is thought to be classed as high quality meaning limits should be retained.
- A meaningful area of separation is required between development and Kings Mills.
- Sewers and drainage systems already cannot cope, surface water should not increase and the rate of run off from green fields should be reduced.
- The Relief Road was not designed to take the amount of HGVs or general traffic that further development will create.

**Cllr Mark Rogers MBA  
Chair, Planning Committee  
Castle Donington Parish Council**

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Against the plans  
**Date:** 11 March 2024 19:02:16

---

Hi,

I'm a resident thornborough rd a against the plans to build behind the house's on thornborough rd, reasons are

- 1... touch traffic created with the extra houses as there's far to much using it now and getting unsafe with the volume.
- 2.... Flooding would be created as the fields flood now let alone if house's are built,
- 3....with the mining coming into the fields it would mean pilings would have to be used to stop subsidence which means when doing the pilings could create problems for the house's close by with the vibration to coarse cracking etc,
- 4....the impact it would have on wildlife and loss of scenery,
- 5....over crowding the area
- 6.... noise and dust and muck pollution for years while they are being built
- 7.... Why build more houses when people cannot afford them like the one's being built at the likes of grange rd Bardon, staff layed off from them sites because the house's not selling, unless it's for the likes of the [REDACTED] which don't pay but the working man and woman pays for them

Sent from my Galaxy

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: proposed building on land thornbough road 200+ houses  
**Date:** 11 March 2024 20:59:25  
**Attachments:** [image.png](#)  
[image.png](#)  
[image.png](#)

---

dear sirs

having lived here for some time, i have been flooded by surface water 3 times causing black water to invade the house, this includes dirty water and human waste, firstly this has occurred because the water is not drained away fast enough, also the road outside the house has constantly been above the kerb level and entered the property, this is still an ongoing problem and has been photographed by the local paper, pic bottom

also the land below the fields has been excessively worked by the coal board working several seams and underground working middle pic

also my property has had to be repaired by the coal board due to subsidence, also there is the consideration of the wildlife on the fields, ie migrating birds, and various amphibians, including newts,

also giving concerns about the stability of the land to support buildings, and causing the surface water to be concentrated in the direction of my property,

also attached are the seam levels indicating the potential for safe building

regards





## 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](http://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		Alasdair
Last Name		Thorne
Job Title (where relevant)		Associate Director
Organisation (where relevant)		Marrons
House/Property Number or Name		
Street		
Town/Village		
Postcode		
Telephone		██████████
Email address		████████████████████

**PART B – Your Representation**

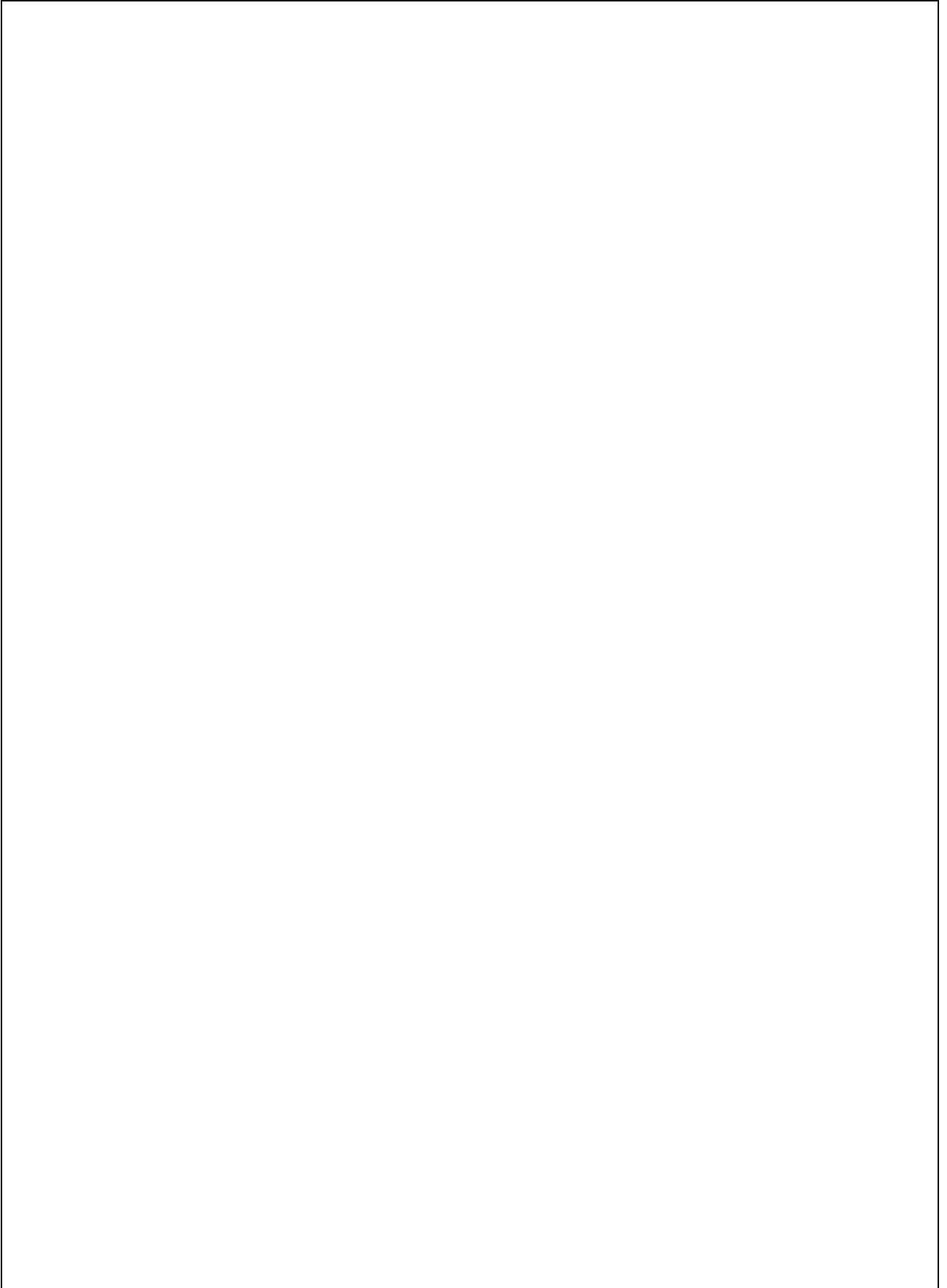
**Please use a separate sheet for each policy, proposed allocation or specific change to the Limits to Development, you wish to respond to.**

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.

See submitted representation for 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: Alasdair Thorne

Date: 16/03/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

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



 Part of Shakespeare Martineau

**Representations to the North West Leicestershire District Council**

**Land South of Burton Road, Ashby De La Zouch (A27)**

**New Local Plan Consultation (Regulation 18)**

**February 2024**

On Behalf of Richborough.



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## **1. INTRODUCTION**

1.1 These representations are made on behalf of our clients, Richborough, who are promoting the emerging allocation A27, Land South of Burton Road, Ashby-de-la-Zouch as identified by the North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations Regulation 18 Consultation.

1.2 The Council is inviting comments between 5<sup>th</sup> February and 17<sup>th</sup> March 2024 in respect of three consultation documents:

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

1.3 This representation provides our views on the:

- The Plan Objectives;
- Amount of and type of housing development;
- Plan Period;
- Settlement hierarchy; and
- Land South of Burton Road, Ashby-de-la-Zouch (draft allocation A27).

### **About Richborough**

1.4 Richborough was founded in 2003 and is one of the UK's most successful specialist land promotion businesses. Richborough supplies the commercial and housebuilding industries with consented land to accelerate the delivery of new homes and jobs.

1.5 Working in partnership with private and public sector landowners, estates, charities, trusts, dioceses and local stakeholders, Richborough promotes land via the planning system for residential, commercial and mixed-use development. Focusing heavily on placemaking, local communities and how development can complement and enhance existing infrastructure, the Richborough land promotion model incentivises all parties to ensure that new homes and jobs will be delivered at the earliest opportunity.

1.6 As an experienced land promoter, Richborough, supported by an expert

technical and design team, will secure outline consent on behalf of the landowner, and then dispose of the site to a preferred developer partner who will be responsible for obtaining reserved matters permission, discharging conditions and ultimately building out the scheme and letting/selling it to prospective occupiers.

- 1.7 Richborough's extensive track record of delivery can be viewed on its website – <https://www.richborough.co.uk>.

## 2. RESPONSE TO THE REGULATION 18 PREFERRED OPTIONS PLAN CONSULTATION

2.1 The Regulation 18 Consultation documents build upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as addressing climate change issues.

### **Plan Objectives**

2.2 The documents set out a number of Plan Objectives for what the new Local Plan aims to achieve, which provide a guiding framework for the Plan's policies and proposals.

2.3 We welcome Objective 2 which seeks to ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. However, this objective could be strengthened through a commitment to address the acute housing affordability issues within the District rather than a simple reference to delivery of affordable housing.

2.4 Objective 3 seeks to achieve sustainable high quality development which responds positively to local character and creates safe places to live, work and travel. Objective 4 works in tandem with Objective 3 and seeks to reduce the need to travel including by private car and increase opportunities for travel by sustainable method alongside the delivery of new infrastructure.

2.5 The NPPF encourages focusing significant development on locations which are already or can be made sustainable. Accordingly, opportunities for enhancing the sustainability of places should also be referred within these objectives.

2.6 We are supportive of Objective 11 which seeks to maintain access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks and health & social care and ensure that development is supported by the physical and social infrastructure the community needs and that this is brought forward in a coordinated and timely way. It is clear that such an approach cannot be viewed in isolation and the relationship between this objective and others, particularly Objective 2,

must be carefully considered.

### **Policy S1 – Future Development Needs**

- 2.7 Draft Policy S1 – Future Development Needs identifies a housing requirement for North West Leicestershire of 686 dwellings a year, a total of 13,720 dwellings over the plan period of 2020-2040. This figure comprises a local need figure of 372 dwellings per annum (2020-36) as detailed within the HENA (and extended to 2040 in alignment with the plan period) and a further 314 dwellings per year as a contribution towards meeting Leicester City’s unmet housing need as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (SoCG) (June 2022).
- 2.8 Policy S1 is clear that it is this figure, the 686 dwellings per annum, that is to be utilised for the calculation of the council’s five year land supply and Housing Delivery Test.
- 2.9 It is particularly relevant that when considered the various options, the Local Plan Committee of 27<sup>th</sup> September 2022 agreed that Option 7b was the preferred development strategy which identified an annual requirement of 730 dwellings per annum. This is clearly higher than the requirement figure now being pursued by the Council.
- 2.10 Ultimately, the Council is seeking to utilise their local housing need (LHN) figure of 372 dwellings per annum for the purposes of their spatial strategy given the additional dwellings to meet the unmet need from Leicester City are to meet the City’s need rather than any proportional uplift within North West Leicestershire.
- 2.11 The Planning Practice Guidance is clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN.
- 2.12 Meeting only the LHN for North West Leicestershire will not address housing-related deprivation because the LHN on its own only provides a need figure based on demographic projections with a mechanical affordability uplift. It does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered purely by planning for LHN alone.



Conversely, the provision of a higher growth option would provide a greater amount of opportunities to address affordability and specialist housing needs which will promote social inclusion and diversity.

- 2.13 This is a matter that the Council should continue to explore as further analysis is undertaken in respect of whole plan viability testing to inform Draft Policy H5 on affordable housing provision. Particularly given that the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) concludes there is a need for up to 382 affordable homes of all tenures per year within the District which is higher than the LHN alone and represents around 56% of the overall annual housing requirement currently being pursued. Clearly, there will also be affordability issues associated with the 314 homes from unmet need.
- 2.14 The National Planning Policy Framework (NPPF) sets out at paragraph 22 that strategic policies should look ahead over a minimum of 15 years from adoption. Where larger-scale developments such as new settlements or significant extensions to existing settlements are part of the strategy, policies should be set within a vision that looks at least 30 years ahead, to take account of the likely timescales for delivery. A plan period to 2040 has been proposed and the plan contains large scale development proposals.
- 2.15 In the context of the Leicester and Leicestershire Strategic Growth Plan 2018 (SGP), any transformational housing growth to address matters of housing affordability, strategic infrastructure or economic prosperity should be underpinned by a wider strategic vision that looks beyond 2041 to establish what the District will look like to 2050.
- 2.16 The Local Development Scheme (October 2023) programmes adoption of the plan for October 2026. A plan period to 2040 would fall short of the minimum time horizon established within the NPPF and more important when large scale development proposals form part of the strategy. We recommend this be reviewed as the plan-making process unfolds to ensure that at least a 15 year period from adoption is delivered and that the corresponding plan period will respond to the priorities of the Plan, its strategy for addressing these and the emerging evidence base, in particular the review to the SGP.

### **Policy S2 – Settlement Hierarchy**

- 2.17 Draft Policy S2 – Settlement Hierarchy seeks to direct new development to
-

appropriate locations within the Limits to Development consistent with the settlement hierarchy defined within the policy. The exception to this being the focusing of growth at the new settlement at Isley Woodhouse.

2.18 The Policy is reliant on the Settlement Study undertaken in 2021 which formed part of the previous consultation undertaken in January 2022. The Settlement Study methodology includes an assessment of services and facilities available within a settlement, but also considered accessibility to services and facilities elsewhere by public transport. Given that such provision can contribute towards the sustainability of a settlement the site assessment should take into account settlements that are, or can be made, sustainable. This is considered a sensible approach in the context of the settlement pattern within North West Leicestershire.

2.19 Policy S2 has the Coalville Urban Area at the top of the hierarchy, comprising of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.

2.20 Ashby de la Zouch is identified as a Key Service Centre, the 2<sup>nd</sup> tier within the hierarchy, and is identified in the Settlement Study 2021 as being the second most suitable settlement after the Coalville Urban Area and, we agree, in general terms, with the approach taken to arrive at the settlement hierarchy.

### **Policy H1 – Housing Strategy**

2.21 Draft Policy H1 sets out how the 13,720 new homes will be distributed by the development strategy and settlement hierarchy required by Policy S1. The Policy says that the housing provision will be uplifted by 10% above the housing requirement in effect providing a flexibility allowance (criteria 3).

2.22 We welcome the recognition that the emerging Local Plan will need to provide more land for housing than the minimum housing requirement to ensure flexibility in supply and to safeguard to an extent against potential non-delivery. However, Table 2 within the Proposed Housing and Employment Allocations consultation document says that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement as oppose to the housing requirement as a whole. This number of homes identified amount to 1,132 dwellings which represents only a 8.25% flexibility allowance.

- 2.23 Deliverability should also be a key consideration in the selection of any particular spatial strategy and contingency should not be relied upon in and of itself as a way to insulate from failure. This should include the allocation of smaller allocations which can often deliver quickly and thereby ensure any delays in delivery at the larger strategic allocations can be appropriately managed, this draws additional support for the allocation at Land south of Burton Road (A27). Similarly, supply-side contingency is not sufficient to address a non-robust housing requirement and so, all these matters should still be given full and proper consideration, irrespective of the level of contingency planned for.
- 2.24 As identified in the Independent Review of Build Out – Final Report (the Letwin Review), local market absorption rates are the single biggest factor explaining slow build-out. In our view, plan-making can address this through adopting an overall level of housing provision which provides for choice and competition in the market; diverse types and tenures including enough affordable homes to meet need; a balanced spread of development across the District and providing for a variety of site sizes.
- 2.25 An allowance closer to 20%, rather than the 10% proposed (and 8.25% in actuality) within Policy H1, would assist in driving forward these objectives as well as insulating the Plan’s strategy against economic uncertainty, or unexpected constraints and barriers for large scale sites.
- 2.26 Policy H1 Criteria 5 relates to affordable housing and says that to meet the affordable housing requirement, provision will be made in the district over the plan period for a mix of affordable housing types to be delivered through development in accordance with Policy H5.
- 2.27 However, there appears to be a disconnect between this objective (which clearly seeks to meet the affordable housing need) and Policy H5 which does not yet define an affordable housing percentage, preferring to await whole plan viability before doing so. There is a possibility that the emerging housing allocations will be sufficient to meet the housing requirement defined in Policy S1 but not to meet the (as yet undefined) affordable housing requirement of Policy H1. As per previous comments, the level of affordable housing need identified by the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) is 382 affordable homes of all tenures per year within the

District.

- 2.28 Careful consideration is clearly required to understand whether sufficient affordable housing will be provided as a result of the identified housing allocations and ultimately whether further allocations are needed to support an increased delivery.

**Policy H3 – Housing Provision – New Allocations**

- 2.29 Policy H3 refers to the allocations identified within the Proposed Housing and Employment Allocations consultation document which are grouped within Table 1 below by settlement hierarchy tier.

*Table 1 - Draft Housing Allocations by Hierarchy Tier*

<b>Hierarchy Classification</b>	<b>Number of Dwellings – Draft Allocations</b>
Principal Town	1,666
Key Service Centre	1,126  (2,326 less the 1,200 units committed at Money Hill (site reference: A5))
New settlement (Isley Woodhouse)	1,900
Local Service Centre	450
Sustainable Villages	334
Local Housing Needs Villages	0
Small villages or hamlets in the countryside	0
<b>Total</b>	<b>5,476</b>

- 2.30 Critically, the Council have identified the 1,200 units at Money Hill (A5) within the Draft Housing Allocations table, however these units are already allocated

in the adopted Local Plan and are noted as a commitment within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations table, but it is clear that the Council has effectively counting the site twice. As detailed in Table 1 above, the total allocations totals 5,476 dwellings which is below the 5,693 dwellings required in Table 2 within the Proposed Housing and Employment Allocations consultation document and represents an under provision against the total housing requirement of 217 dwellings. It is clear therefore that further allocation are requirement to meet the housing requirement identified within the draft Local Plan.

2.31 Notwithstanding this, the allocations, and ultimately the Council's spatial approach, has been to focus growth on the most sustainable settlements consistent with the settlement hierarchy. We are supportive of this approach which allows for the delivery of a good mix of sites across a range of locations and more incremental expansion to rural settlements to facilitate deliverability.

2.32 As set out in respect of our commentary on Policy S1 and the need to review and potentially increase the housing requirement, we would encourage the Council to continue to focus growth in the most sustainable locations and explore opportunities to increase the yield of the identified allocations.

#### **Draft Policies H7, H10 and H11**

2.33 Draft Policy H7 – Self-build and Custom Housebuilding requires the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding on development sites greater than 30 dwellings.

2.34 Draft Policy H10 – Space Standards seeks to apply the Nationally Described Space Standards (NDSS) to all new housing.

2.35 Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing would require all new homes to meet Part M4(2) and on developments over 10 dwellings at least 9% of market units as Part M4(3)(2)(a) and at least 23% of affordable units to meet Part M4(3).

2.36 We support the aspirations and aims of these policies, but would caution the use of a number of policies that place a greater burden upon the delivery of development without a thorough understanding of the viability implications of this approach. The application of a 9% requirement of market units to be

M4(3)(2)(a) compliant and 23% requirement for M4(3) affordable housing would have a significant impact on plot design, site capacity and the overall housing provision required within the plan.

- 2.37 We are supportive in principle of the NDSS but these may not be appropriate or reasonable for all development proposals – possibly due to density, design or viability. We would encourage balancing clauses in all these policies to enable reasonable flexibility to avoid the potential for developments which would otherwise be acceptable to fail.

### 3. REPRESENTATIONS IN RESPECT OF LAND SOUTH OF BURTON ROAD, ASHBY DE LA ZOUC

- 3.1 We welcome the identification of the Land South of Burton Road, Ashby-de-la-Zouch as allocation A27 for approximately 50 dwellings.
- 3.2 The Land South of Burton Road, Ashby De La Zouch extends to approximately 3.19 hectares and is immediately adjacent to the existing built form. The site is currently maintained as agricultural land with the south-eastern boundary abutting the recently constructed Bellway Homes development on the western edge of Ashby (previously promoted by Richborough). The site is a logical next step for the built form.
- 3.3 The site is in single ownership and being promoted by Richborough who have an excellent record and vast experience of delivering planning permission and ensuring development is forthcoming thereafter.
- 3.4 The allocation site (A27) can comfortably deliver above the 50 homes identified within the Policy H3 and the associated allocation table. Evidence to date suggests that the site has capacity for around 65 new homes alongside areas of public open space, a sustainable drainage system, national forest planting and the provision of safe and suitable access. In accordance with the NPPF objective to make the most effective use of land, we recognise the need for a constraints-led master-planning exercise at the planning application stage that will support the council in ensuring sufficient flexibility in housing numbers.
- 3.5 The proposed settlement hierarchy identifies Ashby-de-la-Zouch as a Key Service centre, the second highest category in the hierarchy. Ashby-de-la-Zouch is therefore considered to have the requisite infrastructure and services to sustainably support new residential development.
- 3.6 An illustrative layout has been prepared which provides for national forest planting in accordance with the requirements (see Appendix 1). Various pieces of technical work have informed the layout including landscape and character, access, and ecology. Overall, the site has very few technical constraints as evidenced by the constraints-led process undertaken to date in support the allocation of the site.
- 3.7 A safe and suitable access can be provided from Rushey Close and the existing

public right of way retained and enhanced. Hedgerows can be retained within a 5 metre buffer of natural vegetation and public open space can be provided on the higher ground in the north-west of the site;

3.8 Notwithstanding the above non-developable elements, the site is capable of providing a larger quantum of development than identified in the allocation of the type of development required for Ashby-de-la-Zouch. This increase in capacity to around 65 homes is as a result of design refinement following further technical work; and in summary it takes into account:

- the incorporation of appropriate public open space;
- National Forest planting with public access;
- low density development edge;
- sustainable drainage;
- vehicular and pedestrian access from Rushey Close;
- retention of the public right of way along the south west boundary; and,
- natural vegetation buffer around retained hedgerows.

3.9 Richborough are willing and able to take a flexible approach to the development and welcome further discussions with the Council as the Local Plan continues to develop.

3.10 Overall, the site is suitable, available and achievable for development within a 5-year period and can therefore assist in meeting housing need in the short-term and we are supportive of the allocation of the site.



## **4. CONCLUSION**

- 4.1 The Regulation 18 Preferred Options Plan builds upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as how we might help to address climate change issues.
- 4.2 The Council is inviting comments in respect of three consultation documents:
- Proposed Policies for Consultation;
  - Proposed Housing and Employment Allocations for Consultation; and
  - Proposed Limits to Development for Consultation.
- 4.3 In respect of the draft policies, Policy S1 – Future Development Needs identifies a housing requirement for North West Leicestershire as 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040. This figure is drawn from the Leicester and Leicestershire Housing Market Area SoCG (June 2022). As part of the Leicester and Leicestershire Housing Market Area SoCG North West Leicestershire agreed to accept 314 dwellings per annum as their apportioned contribution of the Leicester City’s unmet housing need, this was in addition to their own respective local housing need of 372 dwellings per annum (2020-36) as detailed within the HENA (and extended to 2040 in alignment with the plan period), the combination of these two figures produces the 686 dwellings per annum total identified within Draft Policy S1.
- 4.4 Ultimately, the Council is seeking to utilise their LHN figure of 372 dwellings per annum for the purposes of their spatial strategy given the additional dwellings to meet the unmet need from Leicester City are to meet the City’s need rather, than any proportional uplift within North West Leicestershire.
- 4.5 The PPG is clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN.
- 4.6 Meeting only the LHN for North West Leicestershire will not address housing-related deprivation because the LHN on its own only provides a need figure based on demographic projections with an affordability uplift. It does not consider the specific needs for affordable housing or other specialist housing
-

types which will not be delivered purely by planning for LHN alone. Conversely, the provision of a higher growth option would provide a greater amount of opportunities to address affordability and specialist housing needs which will promote social inclusion and diversity and an approach we would support.

4.7 It is clear that this is a matter that the Council should continue to explore as further analysis is undertaken in respect of whole plan viability testing to inform Draft Policy H5 on affordable housing provision.

4.8 In respect of the Plan Period of 2020-2040, the NPPF sets out at paragraph 22 that strategic policies should look ahead over a minimum of 15 years from adoption. The latest LDS (October 2023) identifying the adoption of the plan as being at October 2026 and therefore a plan period to 2040 would fall short of the minimum time horizon established within the NPPF and must be reviewed.

4.9 The Council recognise that the emerging Local Plan will need to provide more land for housing than the minimum housing requirement to ensure flexibility in supply and to safeguard to an extent against potential non-delivery. However, Table 2 within the Proposed Housing and Employment Allocations consultation document details that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement, rather than the housing requirement as a whole, and in fact totals 1,132 dwellings and represents a 8.25% flexibility allowance.

4.10 Our view is that a contingency closer to 20%, rather than the 10% proposed (and 8.25% in actuality) within Policy H1, would assist in driving forward these objectives as well as insulating the Plan's strategy against economic uncertainty.

4.11 The site allocations identified within Policy H3, and ultimately the Council's spatial approach, has been to focus growth to the most sustainable settlements consistent with the settlement hierarchy. We are supportive of this approach which allows for the delivery of a good mix of sites and more incremental expansion to rural settlements to facilitate deliverability.

4.12 However, the Council have identified 1,200 units at Money Hill (A5) within the Draft Housing Allocations table, notwithstanding these units are already allocated in the adopted Local Plan and are noted as a commitment within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations

table, but it is clear that the Council has effectively counting the site twice. As detailed in Table 1 above, the total allocations totals 5,476 dwellings which is below the 5,693 dwellings required in Table 2 within the Proposed Housing and Employment Allocations consultation document and represents an under provision against the total housing requirement of 217 dwellings. It is clear therefore that further allocation are requirement to meet the housing requirement identified within the draft Local Plan.

- 4.13 Ashby de la Zouch is identified as a Key Service Centre, the 2<sup>nd</sup> tier within the hierarchy, and is identified in the Settlement Study 2021 as being the second most suitable settlement after the Coalville Urban Area. We agree with the approach taken to arrive at the settlement hierarchy.
- 4.14 The Land South of Burton Road, Ashby-de-la-Zouch site is allocated under Policy H3 (site reference A27) for approximately 50 dwellings and we support the allocation of the site.
- 4.15 The site extends to approximately 3.19 hectares and is immediately adjacent to the existing built form. The site is currently maintained as agricultural land with the south-eastern boundary abutting the recently constructed Bellway Homes development on the western edge of Ashby and represents a logical next step.
- 4.16 The site is in single ownership and being promoted by Richborough who have an excellent record and vast experience of delivering planning permission and ensuring development is forthcoming thereafter.
- 4.17 The allocation site (A27) can comfortably deliver above the 50 homes identified within the Policy H3 and the associated allocation table. Evidence to date suggests that an allocation of around 65 new homes alongside areas of public open space, a sustainable drainage system and the provision of safe and suitable access would deliver an efficient use of land and support the council in ensuring sufficient flexibility in housing numbers.
- 4.18 There are no barriers to suggest that the site cannot come forward for development with additional technical and, as a result, it should be considered suitable, available and achievable and capable of contributing towards the delivery of homes in a location with a strong market interest.

## **APPENDIX 1 – ILLUSTRATIVE MASTERPLAN**



**Green street**  
Tree and landscaping within large front gardens create green avenues that mirror the design principles displayed within the existing development to the south.

**Landscaped edge and high point**  
Development set back to allow new structural landscaping to filter contextual views of new development (possibly from Moira Road to the south).

**Linear drainage feature**  
Swale integrated into sloping topography, providing additional attenuation capacity, filtration and an ecology environment.

**Low density edge**  
Larger dwellings positioned on the west and south development edges to utilise long distance views and present a softer edge when viewed from the public right of way and from the south.

**Sustainable drainage**  
Large attenuation basin located at low point of site. Designed to manage water sustainability, provide additional ecosystems on-site, and enhance the quality of life for residents.

**National Forest Woodland Planting**  
Forming 20% of the gross development area. Positioned to form an integral part of the development masterplan, adding ecological and recreational benefits. A woodland walk that works with the sites natural topography will allow pedestrians to access and enjoy the space.

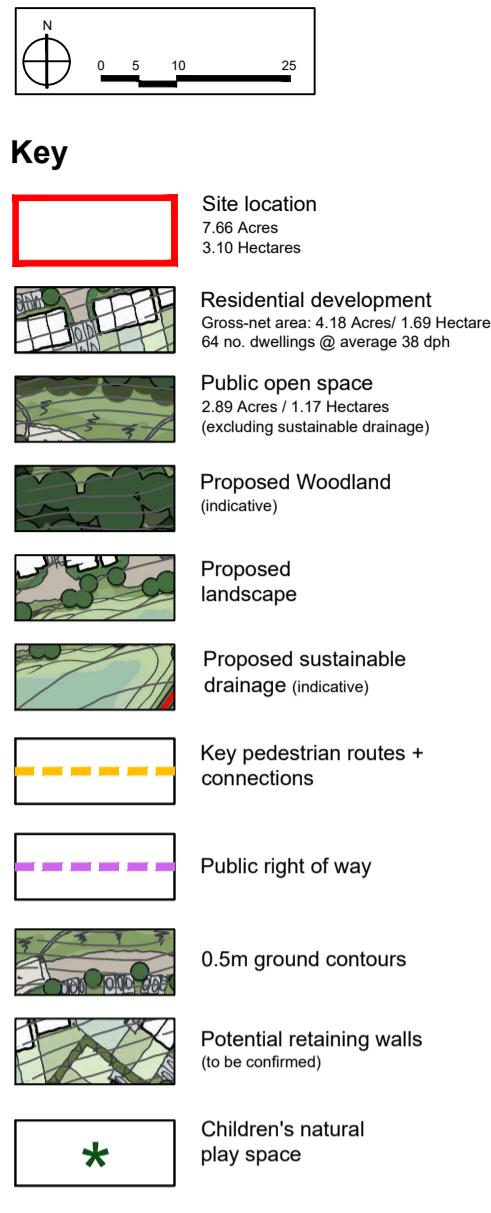
**Existing landscape**  
Existing green infrastructure on the development boundary will be either integrated into the new woodland or reinforced where appropriate.

**Rising streets**  
New (adopted) street layout influenced by topography, requiring deeper development blocks to build in extra allowance for ground works and new retaining structures in rear garden spaces.

**Development entrance**  
Estimated location for new vehicular and pedestrian access via Rushey Close. New footpaths to tie in with existing provision.

**Linear green edge**  
Development set back from the development edge to provide a green buffer and a sense of transition into the new phase of development.

**Green street**  
Tree and landscaping within large front gardens create green avenues that mirror the design principles displayed within the existing development to the south.



**Policy mix requirement**

	1 bed	2 bed	3 bed	4 bed
Market:	0-10%	30-40%	45-55%	10-20%
Affordable:	30-35%	35-40%	25-30%	5-10%

Policy reference 7.46 (Table 3).

**Potential mix**

Private housing (45 @ 70%).

9 x 4 beds - 2 storey (20%)  
22 x 3 beds - 2 storey (49%)  
14 x 2 beds - 2 storey (31%)

Affordable housing (19 @ 30%).

1 x 4 bed - 2 storey (5%)  
5 x 3 beds - 2 storey (26%)  
7 x 2 beds - 2 storey (37%)  
6 x 1 beds (maisonette) - 2 storey (32%)

**Total: 64**

**Public Open Space**

Policy IF3 64 dwellings x 2.49 persons = 160 persons x 0.00243 = 0.39 hectares.  
20% requirement for national forest planting = 0.62 hectares.  
Total requirement = 1.01 hectares.  
Total provision = 1.17 hectares.

**Notes**

This drawing has been prepared on a desktop basis. It is for illustrative purposes only and is subject to detailed design and survey.

All plotted boundaries and areas are subject to title check and verification.

In accordance with Richborough GIS constraints plan reference: RE-ASHP2-CONS-01A.



 Part of Shakespeare Martineau

**Representations to the North West Leicestershire District Council**

**New Local Plan Consultation (Regulation 18)**

**Land at Midland Road, Ellistown (E7)**

**March 2024**

On Behalf of Richborough.



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## **1. INTRODUCTION**

1.1 These representations are made on behalf of our clients, Richborough, who are promoting the emerging residential allocation E7 at Midland Road, Ellistown as identified by the North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations Regulation 18 Consultation.

1.2 The Council is inviting comments between 5<sup>th</sup> February and 17<sup>th</sup> March 2024 in respect of three consultation documents, alongside a Draft Policies Map:

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

1.3 This representation provides our views on the:

- The Plan Objectives;
- Amount of and type of housing development;
- Plan Period;
- Settlement hierarchy; and
- Land at Midland Road, Ellistown (draft allocation E7).

### **About Richborough**

1.4 Richborough was founded in 2003 and is one of the UK's most successful specialist land promotion businesses. Richborough supplies the commercial and housebuilding industries with consented land to accelerate the delivery of new homes and jobs.

1.5 Working in partnership with private and public sector landowners, estates, charities, trusts, dioceses and local stakeholders, Richborough promotes land via the planning system for residential, commercial and mixed-use development. Focusing heavily on placemaking, local communities and how development can complement and enhance existing infrastructure, the Richborough land promotion model incentivises all parties to ensure that new homes and jobs will be delivered at the earliest opportunity.

1.6 As an experienced land promoter, Richborough, supported by an expert technical and design team, will secure outline consent on behalf of the



landowner, and then dispose of the site to a preferred developer partner who will be responsible for obtaining reserved matters permission, discharging conditions and ultimately building out the scheme and letting/selling it to prospective occupiers.

- 1.7 Richborough's extensive track record of delivery can be viewed on its website – <https://www.richborough.co.uk/>.

**Land at Midland Road, Ellistown**

- 1.8 Richborough controls two parcels of land to the east and west of Midland Road which have draft allocations in the emerging North West Leicestershire Local Plan. Richborough is promoting the western site for residential use (the subject of these representations) and the eastern site for employment use (representations made separately).

## 2. RESPONSES TO THE REGULATION 18 CONSULTATION

2.1 The Regulation 18 Consultation documents build upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as addressing climate change issues.

### **Plan Objectives**

2.2 The documents set out a number of Plan Objectives for what the new Local Plan aims to achieve which provide a guiding framework for the Plan's policies and proposals.

2.3 We welcome Objective 2 which seeks to ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. However, this objective could be strengthened through a commitment to address the acute housing affordability issues within the District rather than a simple reference to delivery of affordable housing.

2.4 Objective 3 seeks to achieve sustainable high quality development which responds positively to local character and creates safe places to live, work and travel. Objective 4 works in tandem with Objective 3 and seeks to reduce the need to travel including by private car and increase opportunities for travel by sustainable method alongside the delivery of new infrastructure.

2.5 The NPPF encourages focusing significant development on locations which are already or can be made sustainable. Accordingly, opportunities for enhancing the sustainability of places should also be referred within these objectives.

2.6 We are supportive of Objective 11 which seeks to maintain access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks and health & social care and ensure that development is supported by the physical and social infrastructure the community needs and that this is brought forward in a coordinated and timely way. It is clear that such an approach cannot be viewed in isolation and the relationship between this objective and others, particularly Objective 2, must be carefully considered.

**Policy S1 – Future Development Needs**

- 2.7 Draft Policy S1 – Future Development Needs identifies a housing requirement for North West Leicestershire of 686 dwellings a year, a total of 13,720 dwellings over the plan period of 2020-2040. This figure comprises a local need figure of 372 dwellings per annum (2020-36) as detailed within the HENA (and extended to 2040 in alignment with the plan period) and a further 314 dwellings per year as a contribution towards meeting Leicester City’s unmet housing need as set out in the Statement of Common Ground for Leicester and Leicestershire Housing Market Area (SoCG) (June 2022).
- 2.8 Policy S1 is clear that it is this figure, the 686 dwellings per annum, that is to be utilised for the calculation of the council’s five year land supply and Housing Delivery Test.
- 2.9 It is particularly relevant that when considered the various options, the Local Plan Committee of 27<sup>th</sup> September 2022 agreed that Option 7b was the preferred development strategy which identified an annual requirement of 730 dwellings per annum. This is clearly higher than the requirement figure now being pursued by the Council.
- 2.10 Ultimately, the Council is seeking to utilise their local housing need (LHN) figure of 372 dwellings per annum for the purposes of their spatial strategy given the additional dwellings to meet the unmet need from Leicester City are to meet the City’s need rather than any proportional uplift within North West Leicestershire.
- 2.11 The Planning Practice Guidance is clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN.
- 2.12 Meeting only the LHN for North West Leicestershire will not address housing-related deprivation because the LHN on its own only provides a need figure based on demographic projections with a mechanical affordability uplift. It does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered purely by planning for LHN alone. Conversely, the provision of a higher growth option would provide a greater amount of opportunities to address affordability and specialist housing needs

which will promote social inclusion and diversity.

- 2.13 This is a matter that the Council should continue to explore as further analysis is undertaken in respect of whole plan viability testing to inform Draft Policy H5 on affordable housing provision. Particularly given that the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) concludes there is a need for up to 382 affordable homes of all tenures per year within the District which is higher than the LHN alone and represents around 56% of the overall annual housing requirement currently being pursued. Clearly, there will also be affordability issues associated with the 314 homes from unmet need.
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- 2.16 The Local Development Scheme (October 2023) programmes adoption of the plan for October 2026. A plan period to 2040 would fall short of the minimum time horizon established within the NPPF and more important when large scale development proposals form part of the strategy. We recommend this be reviewed as the plan-making process unfolds to ensure that at least a 15 year period from adoption is delivered and that the corresponding plan period will respond to the priorities of the Plan, its strategy for addressing these and the emerging evidence base, in particular the review to the SGP.

### **Policy S2 – Settlement Hierarchy**

- 2.17 Draft Policy S2 – Settlement Hierarchy seeks to direct new development to appropriate locations within the Limits to Development consistent with the settlement hierarchy defined within the policy. The exception to this being the

focusing of growth at the new settlement at Isley Woodhouse.

- 2.18 The Policy is reliant on the Settlement Study undertaken in 2021 which formed part of the previous consultation undertaken in January 2022. The Settlement Study methodology includes an assessment of services and facilities available within a settlement, but also considered accessibility to services and facilities elsewhere by public transport. Given that such provision can contribute towards the sustainability of a settlement the site assessment should take into account settlements that are, or can be made, sustainable. This is considered a sensible approach in the context of the settlement pattern within North West Leicestershire.
- 2.19 Policy S2 has the Coalville Urban Area at the top of the hierarchy, comprising of Coalville, Donington-le-Heath, Greenhill, Hugglescote, Snibston, Thringstone and Whitwick as well as the Bardon employment area.
- 2.20 Ellistown is identified as a Sustainable Village, the 4<sup>th</sup> tier within the hierarchy. Importantly, the Settlement Study 2021 finds Ellistown to perform as highly as Local Service Centres for education, employment and connectivity and only marginally below Local Service Centres for convenience shops and availability of services and facilities.
- 2.21 The Proposed changes to the Limits to Development as a result of the draft allocations north of Ellistown provide further evidence of the interrelationship and connectivity between Coalville and Ellistown and whilst there is an argument to say Ellistown could be considered part of the Coalville Urban Area we agree, in general terms, with the approach taken to arrive at the settlement hierarchy.

### **Policy H1 – Housing Strategy**

- 2.22 Draft Policy H1 sets out how the 13,720 new homes will be distributed by the development strategy and settlement hierarchy required by Policy S1. The Policy says that the housing provision will be uplifted by 10% above the housing requirement in effect providing a flexibility allowance (criteria 3).
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However, Table 2 within the Proposed Housing and Employment Allocations consultation document says that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement as oppose to the housing requirement as a whole. This number of homes identified amount to 1,132 dwellings which represents only an 8.25% flexibility allowance.

- 2.24 Deliverability should also be a key consideration in the selection of any particular spatial strategy and contingency should not be relied upon in and of itself as a way to insulate from failure. This should include the allocation of smaller allocations which can often deliver quickly and thereby ensure any delays in delivery at the larger strategic allocations can be appropriately managed. Similarly, supply-side contingency is not sufficient to address a non-robust housing requirement and so, all these matters should still be given full and proper consideration, irrespective of the level of contingency planned for.
- 2.25 As identified in the Independent Review of Build Out – Final Report (the Letwin Review), local market absorption rates are the single biggest factor explaining slow build-out. In our view, plan-making can address this through adopting an overall level of housing provision which provides for choice and competition in the market; diverse types and tenures including enough affordable homes to meet need; a balanced spread of development across the District and providing for a variety of site sizes.
- 2.26 An allowance closer to 20%, rather than the 10% proposed (and 8.25% in actuality) within Policy H1, would assist in driving forward these objectives as well as insulating the Plan’s strategy against economic uncertainty, or unexpected constraints and barriers for large scale sites.
- 2.27 Policy H1 Criteria 5 relates to affordable housing and says that to meet the affordable housing requirement, provision will be made in the district over the plan period for a mix of affordable housing types to be delivered through development in accordance with Policy H5.
- 2.28 However, there appears to be a disconnect between this objective (which clearly seeks to meet the affordable housing need) and Policy H5 which does not yet define an affordable housing percentage, preferring to await whole plan viability before doing so. There is a possibility that the emerging housing allocations will be sufficient to meet the housing requirement defined in Policy

S1 but not to meet the (as yet undefined) affordable housing requirement of Policy H1. As per previous comments, the level of affordable housing need identified by the 2022 Leicester & Leicestershire Housing & Economic Needs Assessment (HENA) is 382 affordable homes of all tenures per year within the District.

2.29 Careful consideration is clearly required to understand whether sufficient affordable housing will be provided as a result of the identified housing allocations and ultimately whether further allocation are to support an increased delivery.

**Policy H3 – Housing Provision – New Allocations**

2.30 Policy H3 refers to the allocations identified within the Proposed Housing and Employment Allocations consultation document which are grouped within Table 1 below by settlement hierarchy tier.

*Table 1 - Draft Housing Allocations by Hierarchy Tier*

<b>Hierarchy Classification</b>	<b>Number of Dwellings – Draft Allocations</b>
Principal Town	1,666
Key Service Centre	1,126  (2,326 less the 1,200 units committed at Money Hill (site reference: A5))
New settlement (Isley Woodhouse)	1,900
Local Service Centre	450
Sustainable Villages	334
Local Housing Needs Villages	0
Small villages or hamlets in the countryside	0
<b>Total</b>	<b>5,476</b>

2.31 Critically, the Council have identified the 1,200 units at Money Hill (A5) within the Draft Housing Allocations table, however these units are already allocated in the adopted Local Plan and are noted as a commitment within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations table, but it is clear that the Council has effectively counting the site twice. As detailed in Table 1 above, the total allocations totals 5,476 dwellings which is below the 5,693 dwellings required in Table 2 within the Proposed Housing and Employment Allocations consultation document and represents an under provision against the total housing requirement of 217 dwellings. It is clear therefore that further allocation are requirement to meet the housing requirement identified within the draft Local Plan.

2.32 Notwithstanding this, the allocations, and ultimately the Council's spatial approach, has been to focus growth on the most sustainable settlements consistent with the settlement hierarchy. We are supportive of this approach which allows for the delivery of a good mix of sites across a range of locations and more incremental expansion to rural settlements to facilitate deliverability.

2.33 As set out in respect of our commentary on Policy S1 and the need to review and potentially increase the housing requirement, we would encourage the Council to continue to focus growth in the most sustainable locations and explore opportunities to increase the yield of the identified allocations.

#### **Draft Policies H7, H10 and H11**

2.34 Draft Policy H7 – Self-build and Custom Housebuilding requires the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding on development sites greater than 30 dwellings.

2.35 Draft Policy H10 – Space Standards seeks to apply the Nationally Described Space Standards (NDSS) to all new housing.

2.36 Draft Policy H11 – Accessible, Adaptable and Wheelchair User Housing would require all new homes to meet Part M4(2) and on developments over 10 dwellings at least 9% of market units as Part M4(3)(2)(a) and at least 23% of affordable units to meet Part M4(3).

2.37 We support the aspirations and aims of these policies, but would caution the



use of a number of policies that place a greater burden upon the delivery of development without a thorough understanding of the viability implications of this approach. The application of a 9% requirement of market units to be M4(3)(2)(a) compliant and 23% requirement for M4(3) affordable housing would have a significant impact on plot design, site capacity and the overall housing provision required within the plan.

- 2.38 We are supportive in principle of the NDSS but these may not be appropriate or reasonable for all development proposals – possibly due to density, design or viability. We would encourage balancing clauses in all these policies to enable reasonable flexibility to avoid the potential for developments which would otherwise be acceptable to fail.

### **3. REPRESENTATIONS IN RESPECT OF MIDLAND ROAD, ELLISTOWN**

- 3.1 We welcome the identification of the land at Midland Road, Ellistown as allocation E7 for approximately 69 dwellings.
- 3.2 The site extends to approximately 2.8 hectares of agricultural land and is formed by a single field north of Ellistown and bound by hedgerows to the north, Midland Road to the east, existing built form of Sherwood Close to the south and a relatively open boundary with further agricultural land to the west.
- 3.3 Overall, the site is suitable, available and achievable for development within a 5-year period and can therefore assist in meeting housing need in the short-term.
- 3.4 We recognise the capacity is identified as approximately 69 dwellings and in accordance with the NPPF objective to make the most effective use of land consider that the final quantum of development on allocated sites should be informed by a constraints-led master-planning exercise at the planning application stage and maximised alongside the areas of public open space, a sustainable drainage system and the provision of safe and suitable access from Midland Road. The Design proposals, in accordance with the allocation policy requirements would seek to retain and enhance of the existing PRoW and the existing vegetation where achievable.
- 3.5 The site is in single ownership and it might be noted from the supporting plans that land adjacent to the west and south is under the same ownership. Whilst we support the allocation there is also an opportunity for a larger site, should it be necessary to identify increased housing numbers, and would deliver a unique opportunity for flexibility in delivering additional growth.
- 3.6 Ellistown is identified as a Sustainable Village, the 4<sup>th</sup> tier within the hierarchy. Importantly, the Settlement Study 2021 finds Ellistown to perform as highly as Local Service Centres for education, employment and connectivity and only marginally below Local Service Centres for convenience shops and availability of services and facilities.
- 3.7 Existing bus stops are located on Midland Road in the immediate vicinity of the site and are served by the number 15, 28 and 125 services. These services
-

- provide links to/from Ibstock, Coalville, and Leicester and provide regular services Monday to Saturday.
- 3.8 Focusing development in sustainable settlements is an appropriate way to address the districts urgent housing need and, as mentioned, the potential for a larger allocation in this location.
- 3.9 The land is entirely within Flood Zone 1, land at the lowest risk of fluvial flooding, and is not at risk from canals, reservoirs or large waterbodies. A Preliminary Ecological Appraisal has been undertaken to assess baseline conditions and consideration has been given to the emerging requirement for biodiversity net gain. There are no heritage assets within, or adjoining the site, and it is located outside of Historically Significant Landscape Areas.
- 3.10 The immediate context is provided by the urban influence from existing built form and internal and boundary hedgerows which provide containment and structure. A sensible, landscape-led approach, including retention and augmentation of trees and hedges, prevents any coalescence with Donington le Heath and ensures development would be well related to the built form of Ellistown.
- 3.11 Access can be taken from Midland Road in the form of a new priority controlled T-junction, which provides road width and visibility for drivers in line with guidance set out in the Leicestershire Highway Design Guide.
- 3.12 As part of the overall access strategy, it is proposed to provide a new footway along the western side of Midland Road, linking the site to the existing footway provision within the village. As a result, residents will not have to cross Midland Road to link to the existing footway network within the village.
- 3.13 In addition, the existing Public Right of Way (PRoW) which runs north-south through the site will also provide a pedestrian link to Exmoor Close and Sherwood Close to the south of the site.
- 3.14 As part of the access strategy there is also an opportunity to provide new and improved bus shelters along the site frontage with Midland Road. Providing real-time information displays and accessing the existing bus routes of the Numbers 15, 28, 125.
- 3.15 Safe and suitable access can be achieved for all modes of travel.
-

- 3.16 TRICS trip rate analysis has been undertaken based on the scale and location of the proposed site and indicates that the development site could generate around 36 two-way vehicle trips in the AM peak and PM peak hours.
- 3.17 This equates to approximately three vehicle movements every five minutes across the highway network during peak hours; a level of traffic that will not be discernible to existing highway users beyond the proposed site access.
- 3.18 Richborough have prepared a Concept Plan that respond to the constraints and opportunities (Appendix 1).
- 3.19 The Land west of Midland Road is capable of providing a number of configurations to achieve the number of homes and type of development required for Ellistown. Richborough are willing and able to take a flexible approach to the development and welcome further discussions with the Council as the Local Plan continues to develop. The fact that the site and its immediate environs are available for development further reflects this flexibility.

## **4. CONCLUSION**

- 4.1 The Regulation 18 Preferred Options Plan builds upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as how we might help to address climate change issues.
- 4.2 The Council is inviting comments in respect of three consultation documents:
- Proposed Policies for Consultation;
  - Proposed Housing and Employment Allocations for Consultation; and
  - Proposed Limits to Development for Consultation.
- 4.3 In respect of the draft policies, Policy S1 – Future Development Needs identifies a housing requirement for North West Leicestershire as 686 dwellings each year, and 13,720 dwellings over the plan period of 2020-2040. This figure is drawn from the Leicester and Leicestershire Housing Market Area SoCG (June 2022). As part of the Leicester and Leicestershire Housing Market Area SoCG North West Leicestershire agreed to accept 314 dwellings per annum as their apportioned contribution of the Leicester City’s unmet housing need, this was in addition to their own respective local housing need of 372 dwellings per annum (2020-36), the combination of these two figures produces the 686 dwellings per annum total identified within Draft Policy S1.
- 4.4 Ultimately, the Council is seeking to utilise their LHN figure of 372 dwellings per annum for the purposes of their spatial strategy given the additional dwellings to meet the unmet need from Leicester City are to meet the City’s need rather, than any proportional uplift within North West Leicestershire.
- 4.5 The PPG is clear that the LHN is the minimum starting point for calculating the number of homes needed. The LHN is not a housing requirement figure and there are numerous reasons why the latter could be higher than the LHN.
- 4.6 Meeting only the LHN for North West Leicestershire will not address housing-related deprivation because the LHN on its own only provides a need figure based on demographic projections with an affordability uplift. It does not consider the specific needs for affordable housing or other specialist housing types which will not be delivered purely by planning for LHN alone. Conversely,

the provision of a higher growth option would provide a greater amount of opportunities to address affordability and specialist housing needs which will promote social inclusion and diversity and an approach we would support.

- 4.7 It is clear that this is a matter that the Council should continue to explore as further analysis is undertaken in respect of whole plan viability testing to inform Draft Policy H5 on affordable housing provision.
- 4.8 In respect of the Plan Period of 2020-2040, the NPPF sets out at paragraph 22 that strategic policies should look ahead over a minimum of 15 years from adoption. The latest LDS (October 2023) identifying the adoption of the plan as being at October 2026 and therefore a plan period to 2040 would fall short of the minimum time horizon established within the NPPF and must be reviewed.
- 4.9 The Council recognise that the emerging Local Plan will need to provide more land for housing than the minimum housing requirement to ensure flexibility in supply and to safeguard to an extent against potential non-delivery. However, Table 2 within the Proposed Housing and Employment Allocations consultation document details that this 10% requirement is applicable only to the remaining dwellings necessary to meet the housing requirement, rather than the housing requirement as a whole, and in fact totals 1,132 dwellings and represents a 8.25% flexibility allowance.
- 4.10 Our view is that a contingency closer to 20%, rather than the 10% proposed (and 8.25% in actuality) within Policy H1, would assist in driving forward these objectives as well as insulating the Plan's strategy against economic uncertainty.
- 4.11 The site allocations identified within Policy H3, and ultimately the Council's spatial approach, has been to focus growth to the most sustainable settlements consistent with the settlement hierarchy. We are supportive of this approach which allows for the delivery of a good mix of sites and more incremental expansion to rural settlements to facilitate deliverability.
- 4.12 However, the Council have identified 1,200 units at Money Hill (A5) within the Draft Housing Allocations table, notwithstanding these units are already allocated in the adopted Local Plan and are noted as a commitment within footnote 8. We do not criticise their inclusion in the Draft Housing Allocations table, but it is clear that the Council has effectively counting the site twice. As

detailed in Table 1 above, the total allocations totals 5,476 dwellings which is below the 5,693 dwellings required in Table 2 within the Proposed Housing and Employment Allocations consultation document and represents an under provision against the total housing requirement of 217 dwellings. It is clear therefore that further allocation are requirement to meet the housing requirement identified within the draft Local Plan.

- 4.13 Ellistown is identified as a Sustainable Village, the 4<sup>th</sup> tier within the hierarchy. Importantly, the Settlement Study 2021 finds Ellistown to perform as highly as Local Service Centres for education, employment and connectivity and only marginally below Local Service Centres for convenience shops and availability of services and facilities.
- 4.14 The Midland Road, Ellistown site (Reference E7) is allocated for approximately 69 dwellings within Policy H3 and we support the allocation of the site. The site extends to approximately 2.8 hectares of agricultural land and is formed by a single field north of Ellistown.
- 4.15 In respect of site capacity, we recognise the approximate quantum represents a minimum starting point for the housing allocations but consider that the final quantum of development on allocated sites should be informed by a constraints-led master-planning exercise at the planning application stage.
- 4.16 The site is in single ownership with limited constraints which extends beyond the allocation set out in the draft local plan. Notwithstanding support for the allocation, the wider site itself offers a unique opportunity for flexibility in delivering additional growth.
- 4.17 The Land west of Midland Road is capable of providing a number of configurations to achieve the number of homes and type of development required for Ellistown. Richborough are willing and able to take a flexible approach to the development and welcome further discussions with the Council as the Local Plan continues to develop. The fact that the site and its immediate environs are available for development further reflects this flexibility.
- 4.18 There are no barriers to suggest that the site cannot come forward for development with additional technical and, as a result, it should be considered suitable, available and achievable and capable of contributing towards the delivery of homes in a location with a strong market interest.

## **APPENDIX 1 – CONCEPT PLAN**



# THE OPPORTUNITY

Land at Midland Road, Ellistown, presents the opportunity to bring forward a mixed-use development at the northern edge of Ellistown that will provide key facilities and infrastructure, employment opportunities, and new homes for the local community. The Site is well positioned to enhance and celebrate the existing landscape and to support the aims of the National Forest.

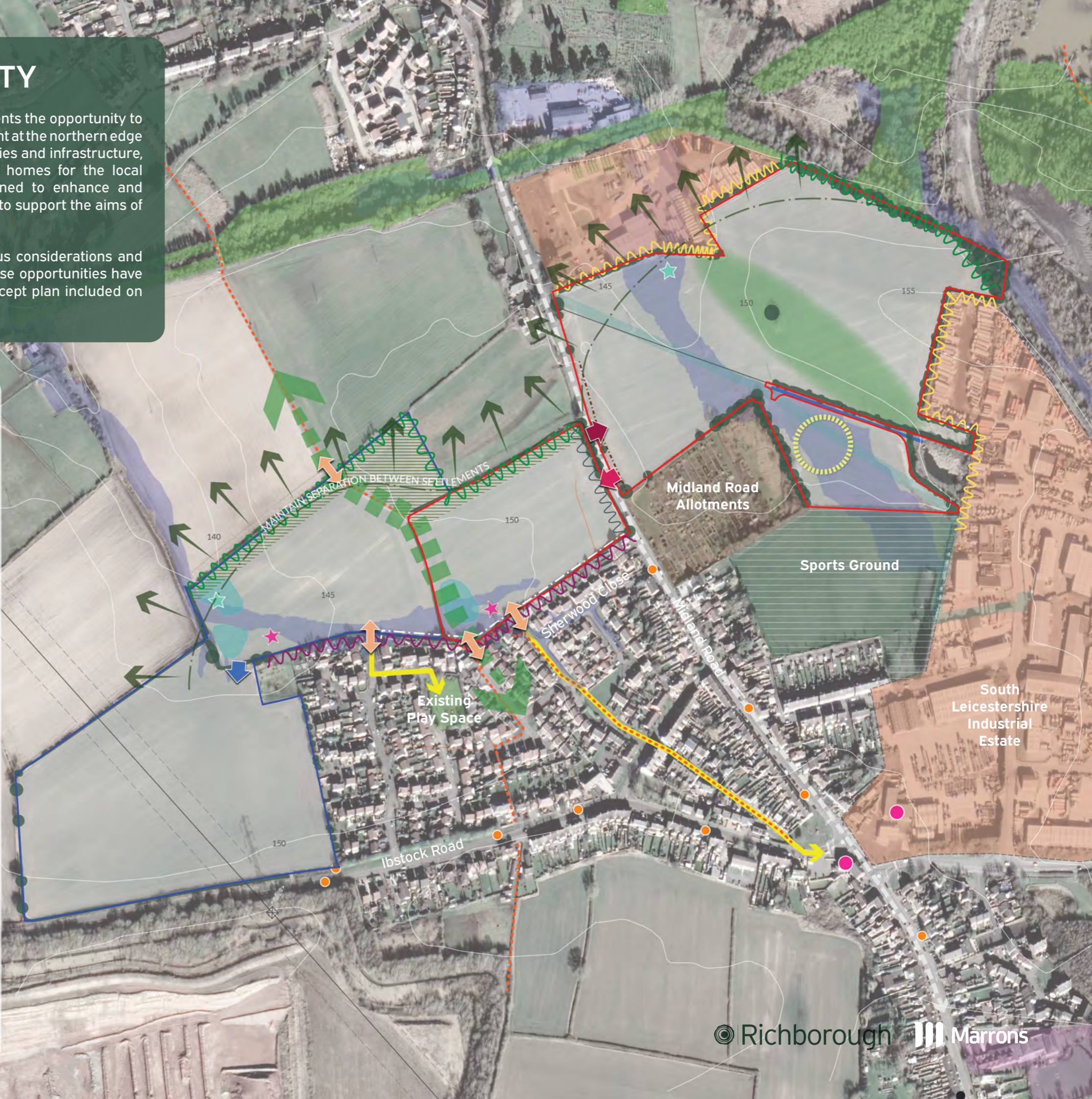
This plan demonstrates the numerous considerations and opportunities offered by the Site. These opportunities have been translated into a high level concept plan included on the following pages.

**Key**

- Allocation Site Boundary
- Land in Applicant Ownership
- ↗ Potential Access (Residential)
- ↗ Potential Access (Commercial)
- ↗ Potential Future Connection
- ↗ Potential Pedestrian/Cyclist Access
- Set Back from Midland Road
- M Opportunity to Respond to Existing Built Form
- Existing Vegetation to be Retained
- M Opportunity for Additional Planning/Landscape Buffer
- Separation between Settlements to be Maintained
- Priority Habitats (Deciduous Woodland)
- ★ Site Low Point/Opportunity for SuDS Feature
- ⊙ Potential for Business Start-Up Units
- Pedestrian Link to Local Facilities
- ★ Potential for Children's Play Area (LAP)
- Green Corridor
- Opportunity for Eco-/Wildlife Park
- M Opportunity to Respond to Adjacent Industrial Use
- National Forest Planting Opportunity
- Contours
- Overhead Power Lines
- Low Pressure Gas Main
- Existing Watercourse (assumed location)
- Existing Sewer
- Flood Risk Zone
- Existing Public Rights of Way (PRoW)

**Local Facilities**

- Convenience Store
- Midland Road Allotments
- Employment Area
- Existing Play Area
- Sports Ground
- Bus Stop



# LAND AT MIDLAND ROAD, ELLISTOWN

## THE CONCEPT

Provision of a mixed-use development comprising new homes and employment opportunities for new and existing residents.

A network of open spaces, parkland, woodland, and green corridors permeating the development provide amenity space for residents, habitats for wildlife and places for biodiversity net gain. New planting and areas of public open space that contribute to the wider aims of the National Forest.

Provision of space for start-ups, community spaces and public spaces where people of all age groups and backgrounds can learn, meet and share ideas and experiences.

Good quality homes that provide an attractive and comfortable place for people to live, work and play.

A network of safe, accessible pedestrian/cyclist routes that encourage active travel.

Retained and enhanced hedgerows and woodland planting, attenuation features and wildflower meadows provide habitats for wildlife and places for biodiversity net gain.

A new eco-park comprising a diversity of habitats and wildlife. This tranquil park will offer a beautiful, natural area for people to discover and enjoy whilst respecting wildlife and supporting a net gain in biodiversity.

Connections to the wider area retained and enhanced.

A comprehensive blue infrastructure network will further support wildlife and biodiversity whilst helping to mitigate the impact of climate change through the incorporation of attenuation ponds, swales and other SuDS.

The use of energy efficient technologies and renewable energy sources, EV charging points and encouraging use of active modes of travel to support sustainable lifestyles and create a climate resilient place.

- Allocation Boundary
- Land in Applicant Ownership
- Existing Trees/Vegetation
- Proposed Trees/Vegetation
- Play Area (LAP)
- Primary Route
- Proposed Pedestrian Route
- Pedestrian Link to Existing Settlement
- Proposed SuDS Features
- Key Frontages
- Key Building
- Proposed Vehicular Access
- Groundworks

# LAND AT MIDLAND ROAD, ELLISTOWN

## THE CONCEPT: RESIDENTIAL

Provision of an abundance of street trees and pocket forests will help create a green neighbourhood, improving air quality, providing shade and mitigating the impact of climate change.

Green links through the Site based on the retention of existing hedgerows and wooded areas contribute towards a distinctive, green character.

Convenient, comfortable and accessible walking and cycling routes throughout the site, including existing PRowS, will support active travel choices, making car-free journeys the first choice for residents.

The provision of open spaces, green corridors and children's play spaces, and routes to key destinations provide the opportunity for residents to meet, sit, play, relax and enjoy.

Sustainability will be embedded into the scheme including the incorporation of energy efficient technologies and EV charging points.

Views of trees from homes helps to benefit the mental health and sense of wellbeing of the community.

A mix of housing type and tenure to meet the needs of the whole community including affordable housing and family housing.

A permeable network of interconnected and attractive streets that make it easy to move around.

Natural play provision encouraging time outdoors will be incorporated into areas of public open space. This will be accessible to all and overlooked by homes to maximise natural surveillance.

Proposed footpaths and cycleways will connect with the existing public rights of way and footpath network.

- Allocation Boundary
- Land in Applicant Ownership
- Existing Trees/Vegetation
- Proposed Trees/Vegetation
- Play Area (LAP)
- Primary Route
- Proposed Pedestrian Route
- Pedestrian Link to Existing Settlement
- Proposed SuDS Features
- Key Frontages
- \* Key Building
- ➔ Proposed Vehicular Access



 Part of Shakespeare Martineau

**Representations to the North West Leicestershire District Council**

**Land east of Midland Road, Ellistown (EMP24)**

**New Local Plan Consultation (Regulation 18)**

**March 2024**

On Behalf of Richborough.



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## **1. INTRODUCTION**

1.1 These representations are made on behalf of our clients, Richborough, who are promoting the central and major part of emerging employment allocation EMP24 land east of Midland Road, Ellistown as identified by the North West Leicestershire Local Plan 2020-2040 Proposed Housing and Employment Allocations Regulation 18 Consultation.

1.2 The Council is inviting comments between 5<sup>th</sup> February and 17<sup>th</sup> March 2024 in respect of three consultation documents, alongside a Draft Policies Map:

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

1.3 This representation provides our views on the:

- The Plan Objectives;
- Amount of employment development;
- Plan Period;
- Settlement hierarchy; and
- Land east of Midland Road, Ellistown (draft allocation EMP24).

### **About Richborough**

1.4 Richborough was founded in 2003 and is one of the UK's most successful specialist land promotion businesses. Richborough supplies the commercial and housebuilding industries with consented land to accelerate the delivery of new homes and jobs.

1.5 Working in partnership with private and public sector landowners, estates, charities, trusts, dioceses and local stakeholders, Richborough promotes land via the planning system for residential, commercial and mixed-use development. Focusing heavily on placemaking, local communities and how development can complement and enhance existing infrastructure, the Richborough land promotion model incentivises all parties to ensure that new homes and jobs will be delivered at the earliest opportunity.

1.6 As an experienced land promoter, Richborough, supported by an expert

technical and design team, will secure outline consent on behalf of the landowner, and then dispose of the site to a preferred developer partner who will be responsible for obtaining reserved matters permission, discharging conditions and ultimately building out the scheme and letting/selling it to prospective occupiers.

- 1.7 Richborough's extensive track record of delivery can be viewed on its website – <https://www.richborough.co.uk/>.

### **Richborough Commercial**

- 1.8 Formed in February 2023, Richborough Commercial is the dedicated division responsible for securing planning permissions and land sales for high quality Industrial & Logistics sites, employment sites, retail parks and mixed-use developments. As one of the UK's only dedicated Commercial land promotion teams, we have over 10 million sq. ft of employment space in our pipeline at present.

### **Land at Midland Road, Ellistown**

- 1.9 Richborough controls two parcels of land to the east and west of Midland Road which have draft allocations in the emerging North West Leicestershire Local Plan. Richborough is promoting the eastern site for employment use (within these representations) and the western site for residential use (representations made separately).

## 2. RESPONSES TO THE REGULATION 18 CONSULTATION

2.1 The Regulation 18 Consultation documents build upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as addressing climate change issues.

### **Plan Objectives**

2.2 The documents set out a number of Plan Objectives for what the new Local Plan aims to achieve which provide a guiding framework for the Plan's policies and proposals.

2.3 Objective 3 seeks to achieve sustainable high quality development which responds positively to local character and creates safe places to live, work and travel. Objective 4 works in tandem with Objective 3 and seeks to reduce the need to travel including by private car and increase opportunities for travel by sustainable method alongside the delivery of new infrastructure.

2.4 The NPPF encourages focusing significant development on locations which are already or can be made sustainable. Accordingly, opportunities for enhancing the sustainability of places should also be referred within these objectives.

2.5 We recognise the importance of Objective 5 which supports the district's economy by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers. This is clearly a significant matter that must be a key focus of the Local Plan.

2.6 We are supportive of Objective 11 which seeks to maintain access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks and health & social care and ensure that development is supported by the physical and social infrastructure the community needs and that this is brought forward in a coordinated and timely way. It is clear that such an approach cannot be viewed in isolation and the relationship between this objective and others, particularly Objective 2, must be carefully considered.



### **Policy S1 – Future Development Needs**

- 2.7 We note the findings set out in the Employment Topic Paper and the explanation for the figures which come from the Need for Employment Land study (2020), known as ‘the Stantec study’. We agree that the Functional Economic Area comprises Leicester City and the Leicestershire authorities surrounding it, including North West Leicestershire. We also agree that adopting the Stantec figures does not undermine the Leicester and Leicestershire Housing and Economic Needs Assessment figures for employment land, by virtue of them being slightly higher and allowing for local employment needs, pipeline and choice.
- 2.8 The Stantec study identified a need for 255,090 sqm (2017-40) of new employment floorspace. Noting development which has already been built and permitted and the land allocated at Money Hill, Draft Policy S1 – Future Development Needs identifies an employment land requirement for 2023 – 2040 for:
- 59,590 sqm for office uses (defined as the former B1 (now part of Class E)); and
  - 195,500 sqm for industrial (defined as Class B2) and small warehousing (defined as Class B8 of less than 9,000 sqm).
- 2.9 Taking account of the need for an additional allowance to compensate for future losses of employment land to other uses and a flexibility margin for uncertainty and changing business needs, the net requirement for 2023 to 2040 is identified as:
- up to 10,506sqm (1.75 ha) of new office floorspace; and
  - at least 114,562sqm (28.64 ha) of industrial and smaller-scale warehousing.
- 2.10 In addition to the above, the draft Local Plan clarifies that North West Leicestershire are continuing to work with the other Leicestershire authorities on how best to meet the needs identified in the Strategic Distribution Study (The Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study).

- 2.11 We welcome the proactive, strategic approach being taken to plan for employment land and broadly support the findings of the Employment Topic Paper and the requirements set out to date in Policy S1.

**Policy Ec1 – Economic Strategy**

- 2.12 The document notes that Policy Ec1 – Economic Strategy will be set out in the next version of the Local Plan at Regulation 19 stage. Given this position, we reserve the right to comment on this matter at that stage.

- 2.13 Notwithstanding this, it is clear that the Economic Strategy policy will need to be carefully considered alongside Local Plan Objective 5 and the need to deliver sufficient employment land through the District.

**Policy Ec3 – New Employment Allocations**

- 2.14 Policy Ec3 – New Employment Allocations refers to the sites identified in the Proposed Housing and Employment Allocations for Consultation document. The Draft Employment Allocations total 6,000sqm of office space and 127,710sqm of industry/smaller warehouse space. We note and welcome the identification of EMP24 – East of Midlands Road, Ellistown which is the subject of these representations.

- 2.15 The Council acknowledge that there are insufficient allocations to meet the entirety of the office requirement. However, it is clarified that the office space figure is a maximum figure and therefore does not need to be met.

- 2.16 The allocation of 127,710sqm of industry/smaller warehouse space exceeds the minimum 114,562sqm identified within the Stantec report and represents an employment flexibility allowance of approximately 11%.

**Policy Ec6 – Start-up Workspace**

- 2.17 We note the need for Start-up Workspace and support the delivery of such as defined within Policy Ec6. There is a relationship between start-up space, move-on space and the marketplace which will necessitate flexibility in the delivery of allocations to meet the needs of potential occupiers and maximise the ability to satisfy business demands.

- 2.18 Whilst the policy, as drafted, remains contingent on the findings of the plan-

wide viability assessment, the draft allocations (such as EMP24) expressly require the inclusion of small scale industrial units suitable for start-up businesses. We note the exact mix of uses is not specified but we would request that the allocation policy affords the same flexibility for ensuring feasible and viable delivery.

### **Policy Ec7 – Local Employment Opportunities**

- 2.19 Policy Ec7 requires an Employment and Skills Plan for developments which will generate 50+ jobs (FTE) when operational which focuses on arrangements for local recruitment and workforce training both during construction and operation. We are supportive of this approach and the pragmatic wording within the policy in terms of being applicable to developments capable of supporting medium, or larger, businesses based on employee numbers. The use of a planning condition to require the Employment and Skills Plan is an appropriate mechanism to ensure such plans are delivered.

### 3. REPRESENTATIONS IN RESPECT OF LAND EAST OF MIDLAND ROAD, ELLISTOWN (EMP24)

- 3.1 We welcome the identification of the Land east of Midland Road, Ellistown as allocation EMP24 for around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8).
- 3.2 Richborough are working on behalf of the landowner to promote the site for employment uses and ultimately seek to obtain an outline planning permission. Following this, Richborough will dispose of the site (on behalf of the landowner) to a suitable and credible development partner, who will then secure detailed planning permission to develop the consented scheme and let or sell the completed units to occupiers.
- 3.3 Focusing development in sustainable settlements is an appropriate way to address the district's employment need. Importantly, Ellistown is located in the Coalville Sub-Area (see Fig 5.2 of the Employment Land Study November 2020) where demand is noted to be 'much in excess' of supply with an exceptionally tight market. Ellistown also benefits from connectivity to the Bardon Hill employment area (the largest employment area in the district) in the south of the Coalville Urban Area.
- 3.4 The site extends to approximately 10.8 hectares of agricultural land and is formed by a single field north of Ellistown and located on the north eastern edge of Ellistown. It effectively comprises an infill plot bordering Roberts Travel Group to the north, a draft residential allocation to the west (E7 – also under the control of Richborough) and South Leicester Industrial Estate to the south and east, with strong connections to Bardon Hill.
- 3.5 Richborough has instructed technical studies, surveys and design work to support the site's allocation and future development.
- 3.6 The site is entirely within Flood Zone 1, land at the lowest risk of fluvial flooding. A Preliminary Ecological Appraisal has been undertaken to assess baseline conditions and consideration has been given to the requirement for 10% biodiversity net gain. There are no heritage assets within, or adjoining the site, and it is located outside of Historically Significant Landscape Areas.
- 3.7 The immediate context is provided by the urban influence from existing built
-

form and the site is outside of any restrictive designations in the adopted Local Plan. A sensible, landscape-led approach, including retention and augmentation of trees and hedges, prevents any coalescence and ensures development would be well related to the built form of Ellistown.

3.8 The allocation site (EMP24) can meet the allocation policy requirements and deliver around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8), as illustrated by the enclosed Concept Plan (**Appendix 1**).

3.9 As stated above, whilst we have no issue with the inclusion of small scale industrial units suitable for start-up businesses in principle, the policy should allow for some flexibility for changing circumstances and business needs.

3.10 We also recognise the approximate floorspace figures represent a starting point for understanding capacity on the employment allocations, and note that the final quantum of development should be informed by a constraints-led masterplanning exercise at the planning application stage.

3.11 We anticipate the following deliverability timescales for the site:

- Submit outline application (by Richborough) – January 2025 (aligned with Regulation 19 stage);
- Outline permission granted – July 2025;
- Sale of site to commercial developer – November 2025;
- Reserved Matters application submitted (by developer) – February 2026;
- Reserved Matters application granted – August 2026;
- Discharge of conditions – September-December 2026;
- Commencement on-site – January 2027;
- Completion / occupation of units – December 2027.

3.12 Development will be delivered alongside areas of public open space, a sustainable drainage system and the provision of safe and suitable access from

Midland Road. The design proposals, in accordance with the allocation policy requirements, would maintain the separation between Ellistown and Huggescote and enhance the natural landscape buffers.

- 3.13 Access can be taken from Midland Road in the form of a new priority controlled T-junction, designed in accordance with the Leicestershire Highway Design Guide.
- 3.14 Overall, the site is deliverable for development within a five-year period and can therefore assist in meeting the Council's employment need in the short-term.
- 3.15 The site is in single ownership with limited constraints and is therefore capable of providing a number of configurations to achieve the amount and type of employment space required. Richborough are willing and able to take a flexible approach to the development and welcome further discussions with the Council as the Local Plan continues to develop. The fact that the site and its immediate environs are available for development further reflects this flexibility.

## **4. CONCLUSION**

- 4.1 The Regulation 18 Preferred Options Plan builds upon the matters consulted on between January and March 2022 which covered several key issues such as the distribution of housing and employment development across the District, as well as more specific policy topics such as how we might help to address climate change issues.
- 4.2 The Council is inviting comments in respect of three consultation documents:
- Proposed Policies for Consultation;
  - Proposed Housing and Employment Allocations for Consultation; and
  - Proposed Limits to Development for Consultation.
- 4.3 We note the findings set out in the Employment Topic Paper and the explanation for the figures which come from the Need for Employment Land study (2020), known as ‘the Stantec study’. We agree that the Functional Economic Area comprises Leicester City and the Leicestershire authorities surrounding it, including North West Leicestershire. We also agree that adopting the Stantec figures does not undermine the Leicester and Leicestershire Housing and Economic Needs Assessment figures for employment land, by virtue of them being slightly higher and allowing for local employment needs, pipeline and choice.
- 4.4 The Stantec study identified a need for 255,090 sqm (2017-40) of new employment floorspace. Noting development which has already been built and permitted and the land allocated at Money Hill, Draft Policy S1 – Future Development Needs identifies an employment land requirement for 2023 – 2040 for:
- 59,590 sqm for office uses (defined as the former B1 (now part of Class E)); and
  - 195,500 sqm for industrial (defined as Class B2) and small warehousing (defined as Class B8 of less than 9,000 sqm).
- 4.5 Taking account of the need for an additional allowance to compensate for future losses of employment land to other uses and a flexibility margin for uncertainty and changing business needs, the net requirement for 2023 to 2040 is identified

as:

- up to 10,506sqm (1.75 ha) of new office floorspace; and
- at least 114,562sqm (28.64 ha) of industrial and smaller-scale warehousing.

4.6 In addition to the above, the draft Local Plan clarifies that North West Leicestershire are continuing to work with the other Leicestershire authorities on how best to meet the needs identified in the Strategic Distribution Study (The Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study).

4.7 We welcome the proactive, strategic approach being taken to plan for employment land and broadly support the findings of the Employment Topic Paper and the requirements set out to date in Policy S1.

4.8 The consultation document notes that Policy Ec1 – Economic Strategy will be set out in the next version of the Local Plan at Regulation 19 stage. Given this position, we reserve the right to comment on this matter at that stage.

4.9 Policy Ec3 – New Employment Allocations refers to the sites identified in the Proposed Housing and Employment Allocations for Consultation document. The Draft Employment Allocations total 6,000sqm of office space and 127,710sqm of industry/smaller warehouse space. We note and welcome the identification of EMP24 – East of Midlands Road, Ellistown which is the subject of these representations.

4.10 The Land east of Midland Road, Ellistown (EMP24) is allocated for around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8).

4.11 The site extends to approximately 10.8 hectares of agricultural land and is formed by a single field north of Ellistown and located on the north eastern edge of Ellistown. It effectively comprises an infill plot bordering Roberts Travel Group to the north, a draft residential allocation E7 to the west (also under the control of Richborough) and South Leicester Industrial Estate to the south and east, with strong connections to Bardon Hill.

4.12 The site is entirely within Flood Zone 1, land at the lowest risk of fluvial flooding. A Preliminary Ecological Appraisal has been undertaken to assess baseline



conditions and consideration has been given to the requirement for 10% biodiversity net gain. There are no heritage assets within, or adjoining the site, and it is located outside of Historically Significant Landscape Areas.

- 4.13 Overall, the site is deliverable for development within a five-year period and can therefore assist in meeting the Council's employment need in the short-term.

## **APPENDIX 1 – CONCEPT PLAN**

# THE OPPORTUNITY

Land at Midland Road, Ellistown, presents the opportunity to bring forward a mixed-use development at the northern edge of Ellistown that will provide key facilities and infrastructure, employment opportunities, and new homes for the local community. The Site is well positioned to enhance and celebrate the existing landscape and to support the aims of the National Forest.

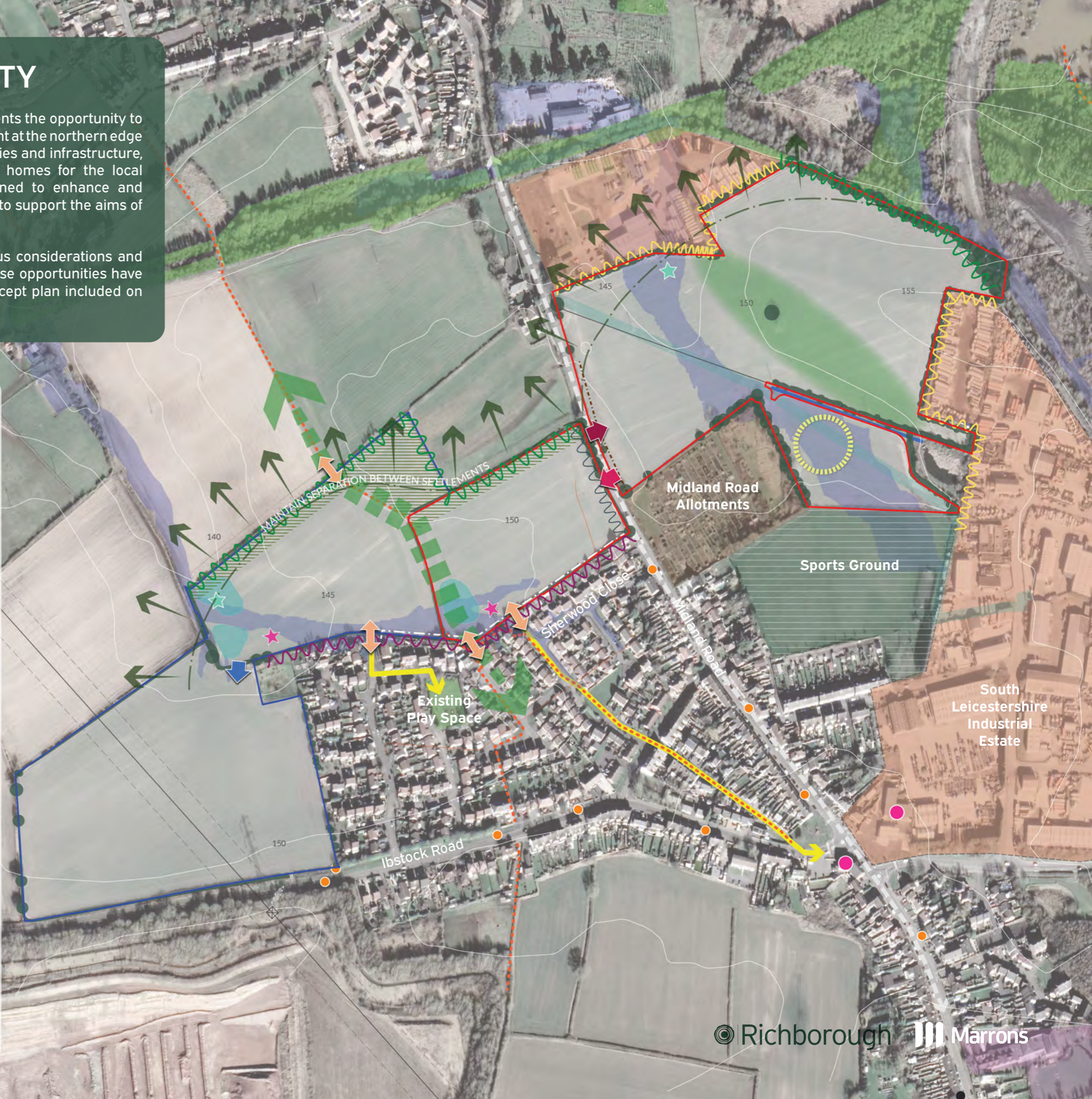
This plan demonstrates the numerous considerations and opportunities offered by the Site. These opportunities have been translated into a high level concept plan included on the following pages.

**Key**

- Allocation Site Boundary
- Land in Applicant Ownership
- Potential Access (Residential)
- Potential Access (Commercial)
- Potential Future Connection
- Potential Pedestrian/Cyclist Access
- Set Back from Midland Road
- Opportunity to Respond to Existing Built Form
- Existing Vegetation to be Retained
- Opportunity for Additional Planning/Landscape Buffer
- Separation between Settlements to be Maintained
- Priority Habitats (Deciduous Woodland)
- Site Low Point/Opportunity for SuDS Feature
- Potential for Business Start-Up Units
- Pedestrian Link to Local Facilities
- Potential for Children's Play Area (LAP)
- Green Corridor
- Opportunity for Eco-/Wildlife Park
- Opportunity to Respond to Adjacent Industrial Use
- National Forest Planting Opportunity
- Contours
- Overhead Power Lines
- Low Pressure Gas Main
- Existing Watercourse (assumed location)
- Existing Sewer
- Flood Risk Zone
- Existing Public Rights of Way (PRoW)

**Local Facilities**

- Convenience Store
- Midland Road Allotments
- Employment Area
- Existing Play Area
- Sports Ground
- Bus Stop



# LAND AT MIDLAND ROAD, ELLISTOWN

## THE CONCEPT

Provision of a mixed-use development comprising new homes and employment opportunities for new and existing residents.

A network of open spaces, parkland, woodland, and green corridors permeating the development provide amenity space for residents, habitats for wildlife and places for biodiversity net gain. New planting and areas of public open space that contribute to the wider aims of the National Forest.

Provision of space for start-ups, community spaces and public spaces where people of all age groups and backgrounds can learn, meet and share ideas and experiences.

Good quality homes that provide an attractive and comfortable place for people to live, work and play.

A network of safe, accessible pedestrian/cyclist routes that encourage active travel.

Retained and enhanced hedgerows and woodland planting, attenuation features and wildflower meadows provide habitats for wildlife and places for biodiversity net gain.

A new eco-park comprising a diversity of habitats and wildlife. This tranquil park will offer a beautiful, natural area for people to discover and enjoy whilst respecting wildlife and supporting a net gain in biodiversity.

Connections to the wider area retained and enhanced.

A comprehensive blue infrastructure network will further support wildlife and biodiversity whilst helping to mitigate the impact of climate change through the incorporation of attenuation ponds, swales and other SuDS.

The use of energy efficient technologies and renewable energy sources, EV charging points and encouraging use of active modes of travel to support sustainable lifestyles and create a climate resilient place.

- Allocation Boundary
- Land in Applicant Ownership
- Existing Trees/Vegetation
- Proposed Trees/Vegetation
- Play Area (LAP)
- Primary Route
- Proposed Pedestrian Route
- Pedestrian Link to Existing Settlement
- Proposed SuDS Features
- Key Frontages
- Key Building
- Proposed Vehicular Access
- Groundworks

**From:** [REDACTED]  
**To:** [PLANNING POLICY](#)  
**Subject:** EXTERNAL: Local plan consultation response comments on policy En7  
**Date:** 16 March 2024 13:57:15

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## Conservation and enhancement of Historic Environment

The Parish Council would like to register that there are a considerable heritage assets in Coleorton that it feels should be listed/recorded in relation to this Policy:

- The Bakehouse
- Millenium Garden and sign
- Coleorton Wood
- Fish Pond Bridge.

**Fiona Palmer**

**Coleorton Parish Council Clerk and RFO**

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**(Hours of work are part-time (10 per week in the evenings and weekends), so I will respond as soon as practicable)**

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To: [PLANNING POLICY](#)  
Subject: EXTERNAL: Local Plan Consultation Parish Council comments in relation to Policy H7  
Date: 16 March 2024 13:48:53

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## 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.

**Fiona Palmer**

**Coleorton Parish Council Clerk and RFO**

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**(Hours of work are part-time (10 per week in the evenings and weekends), so I will respond as soon as practicable)**

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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](http://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	Mervyn	
Last Name	Johnson	
Job Title (where relevant)	████████	
Organisation (where relevant)	None	
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
	Tick	Proposed housing and employment allocations
		Proposed Limits to Development Review

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

Use this box to set out your response.

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

### **Policy IW1 and Policy EMP90.**

#### **Policy IW1 Comments**

1. This proposed development creates a town the size of Castle Donington on rich agricultural land on a massive scale at a time when food production is of major importance. Destruction of the ecology of the area will be complete and any mitigation measure in the locality will be of little value. The provision of mitigation measures outside of the locality will in no way compensate the local community is for the loss of our "green lungs" and peaceful and relaxing environment.
2. Its proximity to Diseworth will effectively make the village a suburb of Isley Woodhouse destroying the character and rural nature of the village. Diseworth is a conservation village.
3. Building in this location is adjacent to Donington Park racetrack (and "Download" concert venue) and the flight path of aircraft from EMA. The properties will be subject to huge amounts of noise daily depending on which of the sources occurs. Levels are very likely to be elevated as EMA grows particularly night freight flights which are very likely to increase from today's volumes. Aircraft have been developed to be less noisy but are still extremely intrusive. Aircraft climbing at a rapid rate to swing high enough away from Melbourne inevitably create elevated noise levels. Newcomers to the area will have little or no idea of the levels until resident. Trees, triple glazing and noise bunds may mitigate but are very likely to insignificant level due to the elevation of the proposed development.
4. Practise sessions under "track days" are frequent events occurring at Donington Park on many days of the week throughout spring, summer and autumn. Actual race meetings are planned throughout the similar period and are additional to the events already mentioned. This type of activity generates a different type of noise that is be for periods of time between an hour or two, constant, loud and hugely intrusive. Again, newcomers to the area will have no idea until they live in the location when it will be too late .
5. The download concert at Donington Park want only for three or four days a year has its own noise signature and again is intrusive.

6. Light pollution is already increasing with EMA altering on site lighting. This has changed the northern night sky profile in the dark and new lighting is now shining direct and obtrusively into the village. It is known that the new lighting system does not comply with government recommendations and North West Leicestershire District Council Environmental Health department is aware. The new development at Isley Woodhouse is much elevated and will therefore suffer even greater issues with this and all aspects of pollution.
7. NWLDC Policy may well contribute to the creation of health issues for some of these newcomers who, prior to arrival, will not understand what they face. It will become apparent but only after the event. Therefore, a decision taken by Planning Committee, may well be regarded as in some way contributable to any detrimental mental and physical (fumes from the various types of engines) conditions that could/will arise.
8. Taking this aspect of the local plan which must also be taken in conjunction with the Freeport development (EMP90), I believe the two major proposals are effectively one and an attempt to create a smoke screen for me to be reconciled to one or the other. I am not! I do not believe this is for the good of the area, region or nationally.
9. Looking at the details of the local plan information held by NWLDC shows there is already a swathe of housing to be built north of Ashby, with the infrastructure in place, and land remains available between the town and this area. Developments adjacent to the towns in this area must be preferable with existing retail outlets, businesses, leisure facilities readily available. Choosing these locations can only enhance existing economy/businesses etc by the creation of additional local footfall .

**Inconsideration of the contents of the Local Plan I do not support the new town development of Isley Woodhouse (Policy IW1).**

**Policy EMP90 Comments.**

1. The proposed Freeport development is on prime agricultural land which in total is capable of supplying grain-based food to a town the size of Melton Mowbray for one year. Production of crops is of national importance particularly in light of the conflict between Russia and Ukraine and the effect on crop production that has had.
2. The area of land is biodiverse and will be completely destroyed. Many miles of hedgerows will be ripped up and around 1000 acres of land lost. No amount of landscaping, immature trees being planted, wetland creation will compensate for the area being turned into an area of tin sheds, roads, parking areas etc. The BD nett gain cannot be achieved in this neighbourhood. It may well satisfy the "bigger picture" being elsewhere but it's our green lungs being obliterated. We suffer enough already from aircraft fumes if the wind blows in either direction east or west particularly when air pressure is against the dispersion of kerosene exhaust fumes.
3. The decision to make this area into a Freeport is entirely undemocratic. No consultation of any description has taken place. The "announcement" to us was made during a Public Meeting held in Diseworth village hall in association with proposed housing west of the village. It was a short throwaway statement in the middle of the meeting, announced by a NW Leicestershire District Council Planning officer, almost as an afterthought.
4. It's entirely a government imposition supposedly to create Employment Opportunity in the area. At present there are already empty warehousing or similar on the existing airport area plus further huge empty property on the western side of Castle Donington. These properties have remained empty in some cases for years. It is that it is therefore entirely unreasonable to construct additional units on prime rural land these proposals will devastate the eastern side of Diseworth completely dominating this conservation village.
5. It is interesting to note that Northwest Leicestershire District Council have decided the local plan needs a revisit. As I recall the previous version was completed five years ago to last 30 years. It is understood that revisions may be made at some point, but it appears coincidental that this revision has gained momentum with the announcement of the Freeport and by association a major housing development.
6. The transport mechanism in the area is at present overloaded. The M1 frequently is saturated with traffic many days of the week both north and south bound. The local road system is frequently used as a "rat run" when either the M1, A50 and / or A42 is congested. These arterial routes will receive increased traffic volumes serving either the Freeport or more especially Isley Woodhouse.
7. The linking of the Freeport to the Isley Woodhouse is at best opportunistic. During the recent consultation in Diseworth it was stated that the two developments were mutually compatible with workers living close to employment opportunities. Working on the assumption the warehousing is for the purposes of distribution most of the activities will be automated therefore minimum employment and certainly not creating job opportunities for any number of people in Isley Woodhouse. This is a fatuous argument.
8. The proposed tin sheds will dominate the eastern side of the village and no amount of mitigation measure will hide this. Noise and light will dominate the area that already has to cope with the existing effects of East Midlands Airport.
9. The Local Plan states "We consider the impacts in terms of heritage landscape and amenity are likely to be unacceptable based on the current extent of the designated Freeport land". **So don't include it.**

10. This proposal will have a huge impact on the village but especially the people living directly next to the site. Some have lived for many years enjoying an open rural aspect which will be completely destroyed forever. This is morally indefensible, and our elected representative should be mindful of where their duties lie to the people who voted for their representation.

**Therefore, I am asking North West Leicestershire District Council not to include the EMP90 site for potential development.**



## Declaration

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

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

Signed: *Merwyn Johnson*

Date: 17/03/2024

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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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	Garry	
Last Name	Needham	
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?	<b>X</b>	Proposed policies
	<b>X</b>	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.

Document :- Proposed Policies for Consultation

### 3. Background to The Local Plan

Paras 3.5 and 3.23 The " Leicestershire International Gateway" is already overloaded with recent development , i.e. SEGRO , warehousing around EMA, new builds in Castle Donnington ( with plans for more housing plus warehousing).The proposed development of the Freeport towards Diseworth and similarly Isley Walton would further overload the area and severley impact Diseworth ( a conservation area) and surrounding villages.

### 4. Strategy

Paras 4.4 to 4.12 The figure of 686 houses per year does not seem to be based on solid facts , but more to do with arbitrary figures. ""Leicester City Council declared that it had an unmet, but unquantified, need in 2017""

It seems that the requirement for extra housing is for Leicester City , and now the premise is to locate this housing away from the city.

Paras 4.15 to 4.17 The Strategic Distribution requirement is unrealistic . The policy lacks substance as where the warehousing supposedly required should be best located and indeed how much is justifiable.

### 5. Creating Attractive Spaces (renewable energy)

Para 5.33 Solar panels and heat exchange pumps should be a statutory requirement for any new housing and warehousing. It is cheaper to fit at building stage rather than retro fitting later. New version of SAP11 due in 2025 and also BREEAM towards achieving net zero carbon emissions.

## 6. Housing

Para 6.4 There is not enough supporting evidence that the proposed new village of Isley Woodhouse addresses the needs of the area. Houses are needed in Leicester and immediate locality. The " Leicestershire International Gateway" is already overloaded.

### Proposed Housing and Employment Allocations For Consultation

#### 4. Housing Allocations Isley Woodhouse

Paras 4.104 This paragraph assumes that employees would relocate to the Leics Int.Gateway .I suggest that this argument is flawed, as it is more likely for employees to commute from their established homes and social environment.

Para 4.109 The Isley Woodhouse proposal is the wrong development for this part of North Leicestershire. It is too close to the Airport, Racetrack, Diseworth saturating the already busy area without the necessary infrastructure already in place. It is also taking up greenbelt/farming land. If any of the Freeport land is also developed, it will destroy the rural nature of Diseworth.

The housing allocation is top heavy with eventually 4500 properties to be built in the northern part of N/W Leices.

Para 4.111 This paragraph fails to discuss the problem of flooding and how to mitigate. Diseworth is under threat of flooding most years and although there is a greater awareness and reactivity with the local authority and Airport , it is difficult to comprehend how "Isley Woodhouse" would not mean a greater burden on runoff areas and the local brook system.

#### 5. General Needs Employment Allocations (Small/medium warehouses)

Para 5.1 table 3 shows calculated numbers of 10,500 sqm Office Space and 114,500 sqm warehousing without any data or justification to back up the figures.

Para 5.2 75% of the calculated office/warehousing requirement for all of the NWLDC region is destined for Kegworth, Castle Donnington and Isley Woodhouse all within 1 mile of East Midlands Airport.

This is an incredible overloading on one small area and from an employment point of view is unfair to the rest of the county .

#### 6. Potential Locations for Strategic Distribution (Big Sheds B8 )

Para 6.4 States a suggestion that the Freeport project be developed quickly because government tax incentives are due to expire in 2026. There is a fear that the interested groups involved with the Freeport Project will try and exploit this.

Para 6.7 to 6.8 The key planning considerations need to be seriously considered. "Impacts on Diseworth Conservation Area , particularly if development was to come up to the village " is critical.

There should be no development within 1 mile of the village. Please place greater emphasis here.

Comments :-

I have been a resident of Diseworth for 39 years and in that time I have witnessed the development of EMA , Warehousing and Rail Terminal . The village is designated a Conservation Area .Yet we are now under threat of the Freeport Project building warehousing on farmland down to the edge of the village . More concrete means more water runoff . There would also be associated light ,noise and air pollution and increase in traffic on A453.

Similarly, the proposed new village of Isley Woodhouse will cause similar problems. This will seriously add to flooding concern for Diseworth/Long Whatton. There will be a huge loss of farming land/biodiversity. Access will no doubt lead to expansion of the road network as part of the huge infrastructure needed to support these developments.

The Isley Woodhouse proposal for 4700 houses over 780 acres of land is not a sensible option, particularly when there other credible alternatives e.g. Loughborough Brownfield areas (This town is becoming more rundown by loss of retailers/businesses) ,Leicester Brown field sites ( ongoing regeneration) .

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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:

17<sup>th</sup> March 2024

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Please complete both Part A and Part B.

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	Personal Details	Agent's Details (if applicable)
Title	Mr	
First Name	Chris	
Last Name	Jobburn	
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
	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.

### Sections 4.15 and 4.31

#### Safety

We have serious concerns that any proposed future development will increase traffic using Church Lane, Spring Lane and Thornborough Road, which will negatively impact on road and pedestrian safety, particularly that of the New Swannington school children using Church Lane.

Church Lane beyond the school is effectively a single lane, and includes access to a working farm with farm vehicles using Church Lane in both directions. Church Lane between the shop and school is too narrow for cars to pass without reducing speed. The footpath is narrow in places and often the hedges are over grown. There have been several minor traffic accidents on the lane and also instances where children have narrowly avoided being knocked down due to cars attempting three point turns, on a road that's just too narrow. We understand one child was indeed hurt.

The junction of Thornborough Road with Church Lane is very tight/hazardous and suffers from congestion at peak times. This junction is not equipped to deal with additional traffic.

When accessing Thornborough Road from Church Lane, visibility towards Coalville is poor.

Additional traffic will cause congestion at the Thornborough Road junction with the A511 bypass. Congestion on Thornborough Road would be increased. At peak times, traffic heading towards Coalville can already be seen to back up as far as our house (261).



### **Visual Impact**

Any proposed future development will destroy the present view behind the many houses on Thornborough Road. Our property will be badly overlooked and our view would consist of rooftops as far as the horizon and/or trees at the end of the garden.

Development could cast a shadow on our property and deny us of our evening sun. Sunlight may reflect off aspects of the development. Existing properties will be devalued by the development.

Any proposed development will negatively impact the many hundreds of residences adjoining the areas identified as C48, C47, C77, C78, C86, C81. Other developments have far less impact on the local residence.

### **Countryside**

This land is classed as Countryside and should remain so.

We see a lot of wildlife which the whole family enjoys and appreciates. These include buzzards, jays, kestrels, owls, bats, foxes, squirrels, newts, geese and deer. You cannot put a value on having door step access to countryside green spaces. Green spaces within housing developments are not a substitute.

Allowing development on C48, C47, C77, C78, C86, C81 will reduce access to countryside for the local residence on Thornborough Road, and Church Lane.

### **Flood Risk**

We have serious concerns that any proposed future development will exacerbate the flood risk to the residents of Thornborough Road. Surface water flooding is a big problem at our property, with our garden flooding several times a month in winter and autumn, despite the use of a submersible pump which is permanently in situ.

Thornborough Road carriageway also floods, as do some household properties towards the corner shop. The area is identified as 'high risk' on the Government's own website: <https://check-long-term-flood-risk.service.gov.uk/risk#>

### **Other concerns**

New Swannington Primary school is at, or very close to capacity, in our opinion. We have one child attending at present. In our experience, class sizes are large and the school is unable to grow without significant investment. The only way to increase capacity is to provide two classes per year, effectively doubling the size of the school. This inevitably, will significantly increase the amount of school traffic on a lane that already struggles to cope.

GP Surgeries in the area are extremely busy and appear to struggle with current demand.

## 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: *Chris Jobburn*

Date: 17 March 2024

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

## PART B – Your Representation

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

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

Use this box to set out your response.

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

I would like to comment on both the proposed new housing settlement at Isley Woodhouse (Policy IW1) to the west of Diseworth and also the potential location for the Freeport development (EMP90) to the east of Diseworth

Comments relating to Policy IW1 (new town at Isley Woodhouse)

I have numerous concerns about the proposed housing settlement at Isley Woodhouse:

Purpose:

- I question the basic requirement and purpose of this development, IW1. The local labour requirement is principally for warehouse staff. This will also be true for the jobs generated by the EMP90 proposal. The IW1 housing development is disproportionate to the needs of the locality. If it is to provide for the local workforce, then the majority of this development would be Social Housing /council housing and also with a significant proportion of low-cost / shared ownership properties. The housing mix needs to principally be aimed at those who are on 'Minimum wage' / 'Living wage' / 'low wages', as these are principally those people employed locally. The use of a definition of 'Low cost housing' where those properties are approx. 20% cheaper than the majority of the development does not satisfy the needs of local industry, or NW Leicestershire, or those employed in this area.

Flooding:

- Diseworth has increasingly suffered from issues with surface water from the surrounding higher land and flooding over recent years. The village currently suffers considerably already from flooding issues. Properties on the West and North of the village have had repeated issues with flooding from Diseworth Brook. This situation has intensified since the building of the new balancing ponds south of the A453. At that point the western side of EMA went from partially absorbent land to commercially covered land, with the corresponding new run off being diverted south of EMA into the new balancing ponds. The built-in safety mechanism of these ponds is the physical and unrestricted run off into Diseworth Brook via the emergency sluices at the Eastern top of the balancing ponds.
- The proposed housing development is disproportionate to the needs of the locality. It will be built on land to the West of Diseworth and the hydraulic drop will take all runoff generated towards Diseworth, adding to the flows

already being generated by the increase due to EMA run off via the new balancing ponds.

- The issue of flooding and water management is already known to NWLDC. The proposed housing estate will add significant amounts of non-permeable concrete, tarmac and buildings that moves the area from being >90% absorbent land to a state where >90% becomes run off and on average approx. 5% is absorbed. (<https://www.marshalls.co.uk/commercial/blog/why-understanding-greenfield-runoff-is-important>).
- In addition to the flood events that have already actually occurred in Diseworth, water level sensor data from our village water level monitors shows that on multiple occasions Diseworth brook has been at maximum capacity. Additional outflows from West of the village cannot be accommodated, and will, with 100% certainty cause additional flooding.
- The modelling and scenario planning that led to the planning acceptance of the EMA/DHL expansion/development did not correctly take into account the flood risk and impact to Diseworth. If it had, then sufficient mitigations would have been added as part of the planning process - and they were not. Forecasted '100 year events' (as perceived by NWLDC planning dept) at that time are now approaching annual occurrence. How has NWLDC modelling and scenario planning changed? Also what data are NWLDC using? Is it very recent, looking at annual increments within the last 5 years? If not NWLDC will again fail in its duty to properly assess risks and impacts as part of the planning process, and expose Diseworth to more frequent and more significant flooding in the future.

Traffic:

- The IW1 proposal is huge, adding 4,500 houses, which would add approx. 9,000 occupier vehicles from those living in the development, as well as a significant volume of daily service vehicles. There is already a bottle neck in this area and it is a common occurrence to take 20-30 mins to get to the junction of A453/M1/A42. This development must also be seen in the light of continued expansion of EMA and the business parks around Castle Donnington and J24 M1. Even without the proposed 'East Midlands Freeport', the current road infrastructure is already at, or exceeding capacity.

Pollution:

- Particulates: Developing 4,500 houses to the west of Diseworth will exacerbate the levels of NOx and particulates impacting Diseworth as the prevailing winds will carry that pollution towards Diseworth and the removal of 750 acres of agricultural land as well as miles of trees and hedgerows will negate the current mitigation that the rural setting of that land creates.
- Biodiversity: the IW1 policy claims to achieve a net gain in bio-diversity. I have not seen any evidence to justify this and cannot equate the loss of 750 acres of fields and hedgerows to an increase in biodiversity. At best we are likely to get a diverse landscape replaced with a token monoculture such as the tree planting on bunds and landscaping in previous planning developments agreed by NWLDC.

In summary, I completely disagree with the proposed developments in policy IW1, the new town development of Isley Woodhouse.

Comments relating to Policy EMP90

I also have a significant number of concerns about the proposed Freeport development to the west of Diseworth village. Whilst my concerns are similar to those around the IW1 development they also apply to EMP90:

Flooding:

- Diseworth has increasingly suffered from issues with surface water from the surrounding higher land and flooding over recent years. The village currently suffers considerably already from flooding issues. Properties on the West and North of the village have had repeated issues with flooding from Diseworth Brook. This situation has intensified with the continued expansion of EMA. What were areas of fields on the EMA site 25 years ago are now commercially covered land, with the corresponding new run off being diverted south of EMA. That run-off can be seen in the picture below which is of the top of Lady Gate and is **run-off, not flooding from Diseworth Brook**



- The proposed Freeport development is huge and will be built on land to the North of Diseworth where the hydraulic drop will take all run-off generated towards Diseworth. The issue of flooding and water management is already known to NWLDC. The proposed Freeport development will add significant amounts of non-permeable concrete, tarmac and buildings that moves the area from being >90% absorbent land to a state where >90% becomes run off and on average approx. 5% is absorbed. (<https://www.marshalls.co.uk/commercial/blog/why-understanding-greenfield-runoff-is-important>).
- In addition to the flood events that have already actually occurred in Diseworth, water level sensor data from our village water level monitors shows that on multiple occasions Diseworth brook has been at maximum capacity. Additional outflows from West of the village cannot be accommodated, and will, with 100% certainty cause additional flooding.
- The modelling and scenario planning that led to the planning acceptance of the EMA/DHL expansion/development did not correctly take into account the flood risk and impact to Diseworth. If it had, then sufficient mitigations would have been added as part of the planning process - and they were not. Forecasted '100 year events' (as perceived by NWLDC planning dept) at that time are now approaching annual occurrence. How has NWLDC modelling and scenario planning changed? Also, what data are NWLDC using? Is it very recent, looking at annual increments within the last 5 years? If not NWLDC will again fail in its duty to properly assess risks and impacts as part of the planning process, and expose Diseworth to more frequent and more significant flooding in the future.

Traffic:

- Given that the size of the housing development proposed in EMP90 is huge, how do you propose to create access The EMP90 Freeport proposal is huge. There is already a bottle neck in this area and it is a common occurrence to take 20-30 mins to get to the junction of A453/M1/A42. This development must also be seen in the light of continued expansion of EMA and the business parks around Castle Donnington and J24 M1. Even without the proposed 'IW1' development which would add a approx. 9,000 occupier vehicles from those living in the development, as well as a significant volume of daily service vehicles, the current road infrastructure is already at,

or exceeding capacity.

Pollution:

- Particulates: Developing the freeport to the north of Diseworth will exacerbate the levels of NOx and particulates impacting Diseworth. The huge increase in traffic and the inevitable increase in congestion will significantly increase pollution, while simultaneously the loss of large tracts of agricultural land, trees and hedgerows will negate the current mitigation that the rural setting of that land creates.
- Biodiversity: the EMP90 policy claims to achieve a net gain in bio-diversity. I have not seen any evidence to justify this and cannot equate the loss of 750 acres of fields and hedgerows to an increase in biodiversity. At best we are likely to get a diverse landscape replaced with a token monoculture such as the tree planting on bunds and landscaping in previous planning developments agreed by NWLDC.
- Noise: The Freeport will generate huge increases in noise pollution from additional traffic 24/7 to and from the site as well as continual noise from operations through the night. This site is on a hill overlooking Diseworth so all noise will transmit towards the village by virtue of the natural contours of the land. Whilst an 'aggregated' noise level over a period of hours may seem low, the transient, disruptive noise of warning alarms on vehicles etc will be erratic and disturbing throughout the night. This will significantly impact the mental health of many residents of Diseworth.
- Light: the Freeport will need to be lit for worker safety. We already have a situation where lighting from EMA is not being properly managed, there is nothing to indicate this will not be replicated in the EMP90 proposal.

Location:

- Having lived in Diseworth for over 25 years and loved living here bring up my family I would love Diseworth to remain a village. These proposed changes would destroy our village and turn it into an enclave, a rat-run for traffic from the new developments.

In summary, I completely disagree with the proposed developments in policy EMP90, the proposed location for the Freeport village.

I also feel that the combination of these 2 developments is wholly unjustified.

## 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<sup>th</sup> March 2024

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	Personal Details	Agent's Details (if applicable)
Title	Ms	n/a
First Name	Katrina	n/a
Last Name	Paling	n/a
Job Title (where relevant)	██████████	n/a
Organisation (where relevant)		n/a
House/Property Number or Name	█	n/a
Street	██████████	n/a
Town/Village	██████████	n/a
Postcode	██████████	n/a
Telephone	██████████	n/a
Email address	████████████████████	n/a

## PART B – Your Representation

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

1. To which consultation document does this representation relate?		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)

I would like to comment on both the proposed new housing settlement at Isley Woodhouse (Policy IW1) to the west of Diseworth and also the potential location for the Freeport development (EMP90) to the east of Diseworth

Comments relating to Policy IW1 (new town at Isley Woodhouse)

I have numerous concerns about the proposed housing settlement at Isley Woodhouse:

Setting

- All planning submissions for new buildings need to include the impact to the 'street scene'. A build of the size and complexity of IW1 will irrevocably change the setting of Diseworth moving it from a 'rural' setting to becoming an outlier on a suburb. Diseworth and Isley Walton will both lose their identity.

Purpose:

- I disagree with the requirement and purpose of this development, IW1. The local labour requirement is principally for warehouse staff. This will also be true for the jobs generated by the EMP90 proposal. The IW1 housing development is not aimed at supporting the needs to those who live in NW Leicestershire and disproportionate to the needs of the locality. To provide for local workers at EMA and the local business parks then the IW1 development should be aimed at those who are on 'Minimum wage' / 'Living wage' / 'low wages', as these are principally those people employed locally. The use of a definition of 'Low cost housing' where those properties are approx. 20% cheaper than the majority of the development does not satisfy the needs of local industry, or NW Leicestershire, or those employed in this area.

Flooding:

- Flooding throughout England has increased significantly in the past five years. Diseworth has increasingly suffered from issues with surface water from the surrounding higher land and flooding over recent years. The village currently suffers considerably already from flooding issues. Properties on the West and North of the village have had repeated issues with flooding from Diseworth Brook. This situation has intensified since the building of the new balancing ponds south of the A453. The proposed housing development is disproportionate to the needs of the locality. It will be built on land to the West of Diseworth and the slope of local hills will take all runoff

generated towards Diseworth, adding to the flows already being generated by the increase due to EMA run off via the new balancing ponds.

- The issue of flooding and water management is already known to NWLDC. The proposed housing estate will add significant amounts of non-permeable concrete, tarmac and buildings that moves the area from being >90% absorbent land to a state where >90% becomes run off and on average approx. 5% is absorbed. (<https://www.marshalls.co.uk/commercial/blog/why-understanding-greenfield-runoff-is-important>).
- In addition to the flood events that have already actually occurred in Diseworth, water level sensor data from our village water level monitors shows that on multiple occasions Diseworth brook has been at maximum capacity. Additional outflows from West of the village cannot be accommodated, and will, with 100% certainty cause additional flooding.

Traffic:

- The IW1 proposal is huge, adding 4,500 houses, which would add approx. 9,000 occupier vehicles from those living in the development, as well as a significant volume of daily service vehicles. There is already a bottle neck in this area and it is a common occurrence to take 20-30 mins to get to the junction of A453/M1/A42. This development must also be seen in the light of continued expansion of EMA and the business parks around Castle Donnington and J24 M1. Even without the proposed 'East Midlands Freeport', the current road infrastructure is already at, or exceeding capacity.
- Diseworth is already used as a rat-run for traffic going to J24 or EMA when there is congestion. This will only increase with IW1, particularly through traffic heading Loughborough.

Pollution:

- Particulates: Developing 4,500 houses to the west of Diseworth will exacerbate the levels of NOx and particulates impacting Diseworth as the prevailing winds will carry that pollution towards Diseworth and the removal of 750 acres of agricultural land as well as miles of trees and hedgerows will negate the current mitigation that the rural setting of that land creates.
- In the construction of this development Diseworth will suffer from noise dust and disruption, particularly as it is down wind of the new development.
- Biodiversity: the IW1 policy claims to achieve a net gain in bio-diversity. I have not seen any evidence to justify this and cannot equate the loss of 750 acres of fields and hedgerows to an increase in biodiversity. At best we are likely to get a diverse landscape replaced with a token monoculture such as the tree planting on bunds and landscaping in previous planning developments agreed by NWLDC.

In summary, I completely disagree with the proposed developments in policy IW1, the new town development of Isley Woodhouse.

Comments relating to Policy EMP90

I also have a significant number of concerns about the proposed Freeport development to the west of Diseworth village. Whilst my concerns are similar to those around the IW1 development they also apply to EMP90:

Flooding:

- Diseworth has increasingly suffered from issues with surface water from the surrounding higher land and flooding over recent years. The village currently suffers considerably already from flooding issues. Properties on the West and North of the village have had repeated issues with flooding from Diseworth Brook. This situation has intensified with the continued expansion of EMA. What were areas of fields on the EMA site 25 years ago are now commercially covered land, with the corresponding new run off being diverted south of EMA. That run-off can be seen in the picture below which is of the top of Lady Gate and is **run-off, not flooding from Diseworth Brook**



- The proposed Freeport development is huge and will be built on land to the North of Diseworth where the hydraulic drop will take all run-off generated towards Diseworth. The issue of flooding and water management is already known to NWLDC. The proposed Freeport development will add significant amounts of non-permeable concrete, tarmac and buildings that moves the area from being >90% absorbent land to a state where >90% becomes run off and on average approx. 5% is absorbed. (<https://www.marshalls.co.uk/commercial/blog/why-understanding-greenfield-runoff-is-important>).
- In addition to the flood events that have already actually occurred in Diseworth, water level sensor data from our village water level monitors shows that on multiple occasions Diseworth brook has been at maximum capacity. Additional outflows from West of the village cannot be accommodated, and will, with 100% certainty cause additional flooding.
- The modelling and scenario planning that led to the planning acceptance of the EMA/DHL expansion/development did not correctly take into account the flood risk and impact to Diseworth. If it had, then sufficient mitigations would have been added as part of the planning process - and they were not. Forecasted '100 year events' (as perceived by NWLDC planning dept) at that time are now approaching annual occurrence. How has NWLDC modelling and scenario planning changed? Also, what data are NWLDC using? Is it very recent, looking at annual increments within the last 5 years? If not NWLDC will again fail in its duty to properly assess risks and impacts as part of the planning process, and expose Diseworth to more frequent and more significant flooding in the future.

Traffic:

- Given that the size of the housing development proposed in EMP90 is huge, how do you propose to create access The EMP90 Freeport proposal is huge. There is already a bottle neck in this area and it is a common occurrence to take 20-30 mins to get to the junction of A453/M1/A42. This development must also be seen in the light of continued expansion of EMA and the business parks around Castle Donnington and J24 M1. Even without the proposed 'IW1' development which would add a approx. 9,000 occupier vehicles from those living in the development, as well as a significant volume of daily service vehicles, the current road infrastructure is already at,

or exceeding capacity.

Pollution:

- Particulates: Developing the freeport to the north of Diseworth will exacerbate the levels of NOx and particulates impacting Diseworth. The huge increase in traffic and the inevitable increase in congestion will significantly increase pollution, while simultaneously the loss of large tracts of agricultural land, trees and hedgerows will negate the current mitigation that the rural setting of that land creates.
- Biodiversity: the EMP90 policy claims to achieve a net gain in bio-diversity. I have not seen any evidence to justify this and cannot equate the loss of 750 acres of fields and hedgerows to an increase in biodiversity. At best we are likely to get a diverse landscape replaced with a token monoculture such as the tree planting on bunds and landscaping in previous planning developments agreed by NWLDC.
- Noise: The Freeport will generate huge increases in noise pollution from additional traffic 24/7 to and from the site as well as continual noise from operations through the night. This site is on a hill overlooking Diseworth so all noise will transmit towards the village by virtue of the natural contours of the land. Whilst an 'aggregated' noise level over a period of hours may seem low, the transient, disruptive noise of warning alarms on vehicles etc will be erratic and disturbing throughout the night. This will significantly impact the mental health of many residents of Diseworth.
- Light: the Freeport will need to be lit for worker safety. We already have a situation where lighting from EMA is not being properly managed, there is nothing to indicate this will not be replicated in the EMP90 proposal.

Location:

- Having lived in Diseworth for over 25 years and loved living here bring up my family I would love Diseworth to remain a village. These proposed changes would destroy our village and turn it into an enclave, a rat-run for traffic from the new developments.

In summary, I completely disagree with the proposed developments in policy EMP90, the proposed location for the Freeport village. I also feel that the combination of these 2 developments is wholly unjustified. And I want to re-state that a build of the size and complexity of IW1 will irrevocably change the setting of Diseworth moving it from a 'rural' setting to becoming an outlier on a suburb. Diseworth and Isley Walton will both lose their identity.

## 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: RASmithies

Date: 11<sup>th</sup> March 2024

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From: [REDACTED]  
To: [PLANNING POLICY](#)  
Subject: EXTERNAL: Swannington Parish Council comments  
Date: 17 March 2024 15:17:15

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Page

5. 1.7 – Does this make Neighbourhood Plans redundant?
9. sustainability – should size of properties be considered? I.e. requirements of 4-bedroom property v those of 1 / 2 bed accommodation. #
14. S1 Objective 5 – Supporting districts economy. Building on agricultural land restricts the ability to provide for the local population.
15. Has Leicester got brownfield sites that could be used rather than countryside in NW Leicestershire.
18. 4.25 Swannington – any further development will be restricted to infilling or the use of previously developed land.
24. Draft S4 2b – physical/perceived separation of settlements – Although Swannington is not mentioned in the policy directly, the proposed development in New Swannington and Whitwick will impact of the separation of New Swannington/Swannington and Whitwick/Swannington.
387. Policy AP5 Ensure the no public rights of way are removed due to development of an area, i.e. New Swannington proposed development.
45. SUDs – Policy AP8 – Sustainable Drainage systems
- 1) All major development proposal will include SUDs for the management of surface water runoff.
- Should the word major be removed and read ALL development. Replacing permeable land with concrete means water will go elsewhere with the possible risk of flooding. Relevant particularly to current proposal on St Georges Hill.
59. 6.42 – First Homes – Price cap £250k after discount. This seems high. Single person minimum wage would not be able to afford.
- 63/63 Rural exception / sites (H6). H6 will open the flood gates for development 3(a-c).
- 64ff H7 Self build / custom housebuilding
- \*Inspectors passing application on appeal (6.65).
- H7 3B – use of sites adjoining Limits of Development – ribbon development?
- 72/73 – Travellers – Provision of transit site 93 month stay) as there is currently no provision in NWL. Who pays for this?
82. Provision of Office Space seems high although 7.11 details specific factors that could curtail office demand including the number of people working from home.
126. 9.40n- No passenger rail services in NWL. Policy IF6 – Leicester – Burton rail line passing through Swannington. Possible Stations at Ashby and Coalville,
129. Policy IF8 – Sites for lorry parking including overnight provision.
131. Policy EN1 – 1g parts of NWL scored poorly for areas of higher quality biodiversity. Question the continued developed of countryside.
132. Policy EN1 Council to protect sites including LWSs. Again, many proposed developments are targeting these types of sites.
- EN1 a) – development must provide a net gain.
- b) Development should follow the hierarchy of avoid, minimise, restore and offset.
- e) Developments must have a management plan – how will this be monitored.

140. Policy EN5 – Area of separation

10.63 – Individual settlements to retain their own character and identity.

10.67 – Allocate some land in the area of separation – (see page 24 Draft S4 2B mentioned previously).

146. 1084 – Why isn't Swannington Incline, Hough Hill, and Snibston 3 mentioned in this list. Sites need [protecting.

Proposed Housing and employment allocations for consultation

7. 3. Housing completions and Commitment.

13,270 for the period of plan, 686 homes per year, almost double the original allocation.

14ff. 4.15 South of Church Lane, New Swannington (c48)

1/8/17 – Planning for 270 houses refused pp on the following grounds:

Outside the limits of development

Unnecessary adverse effect on landscape and visual effects

Contrary to NPPF & S3

Impact on the Incline

Spring Lane not suitable for increased traffic.

Public right of way would be destroyed.

Present concerns

Increase in predicted allocation of houses form 270-283.

No school carpark allocated this time.

Access bow on to Spring Lane as well as Thornborough Road

Effect on landscape.

Effect on historic environment of Swannington i.e. The Incline and Snibston 3

26ff – Broad location – West Whitwick

Again, this proposed development would a substantial effect on Swannington.

Combined with the Church Lane development this mean the building of a substantial number of dwellings either side of Church Lane (283 & 500).

Will this continuous development affect the separation of settlements?

Appendix A

Should this include Swannington NHP allocation of 12 houses?

Proposed Limits of development

1 Ltd/Swa/01 Land at St Georges hill

2. Ltd/Swan/02 Former Highway depot, Main street. When was it decided that this piece of land was within the limits of development? Was Swannington PC consulted?

15/00387/FUL – permitted office and storage building

16/00413/VCI permitted shoed display

16/00420/ADC remitted 4 x no-illuminated signs

16/01219/VCI refused land contamination – remove conditions 5 & 6

(Risk based land contamination assessment).

Fiona Palmer

Clerk to Swannington Parish Council

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

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Last Name	Bedson	Green
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Organisation (where relevant)	SEGRO	Delta Planning
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██████████		████████████████████

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Plan Objectives

Paragraph 4.4

SEGRO agrees with and supports the overall vision set out within the Proposed Policies Consultation Document, particularly the strong support for economic growth.

SEGRO suggests however that the Plan Objectives should also reference the East Midlands Freeport status and the significant benefits this will bring to North West Leicestershire and the wider East Midlands region. The Freeport status area covers the parts of the airport and EMG1 and the proposed EMG2 development on Land south of the Airport. It will encourage businesses to locate in the area to take advantage of the financial incentives whilst making best use of the nearby strategic road network and air and rail freight infrastructure. This status is of local, regional and national significance and it is therefore important that the economic growth strategy and plan objectives takes this into consideration. SEGRO therefore considers that the Plan Objectives should include express support for, and emphasise the significant impact of, the East Midlands Freeport.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement and Land South of East Midlands Airport Vision Document which have been submitted in support of these representations.

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Signed:



Date: 15/03/2024

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House/Property Number or Name		Cornwall Buildings
Street		45 Newhall Street
Town/Village		Birmingham
Postcode		B3 3QR
Telephone		██████████
██████ address		████████████████████

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Draft Policy AP4 (Reducing Carbon Emissions)

SEGRO fully supports the Council’s objective to reduce carbon emissions in line with its targets to be a Net Zero Carbon Council by 2030, and a Net Zero Carbon district by 2050.

SEGRO also supports the draft wording of Policy AP4. Given the rapidly changing technologies and approaches to sustainable design, it is important to ensure that the policy wording is not too inflexible or could conflict with, or pre-empt, Government legislation and building regulations in the future.

SEGRO strives to achieve the highest sustainability credentials by conserving the environment, as well as improving the well-being of its customers and their employees, whilst delivering successful and attractive industrial estates that create economic benefits for the local community. SEGRO recognises that real estate is a significant contributor to carbon emissions through the construction and operation of buildings. SEGRO has made it its priority to eliminate as far as possible the carbon emissions from the construction of new buildings and the operation of existing buildings to ensure that any residual carbon is offset or absorbed meaningfully and effectively. SEGRO’s aims in championing low-carbon growth as well as its wider commitments to be a force for societal and environmental good are set out in its framework report ‘Responsible SEGRO’. Further details of this are appended to the submitted Vision Document.

SEGRO is committed to delivering EMG2 as net zero in construction, and with the ability for occupiers to be net zero in operation. The development would be an industry leader in sustainability including, but not limited to:

- A+ EPC Rating;
- A target BREEAM ‘Outstanding’ rating;

- Reduce embodied carbon through sustainable construction methods;
- Provide capability for EV charging site-wide above minimum requirements set by policy;
- Environmental and biodiversity enhancements to provide significant net gains in biodiversity (a minimum of 10% Biodiversity Net Gain on-site) and habitat creation; and
- Provide PV panels on roofs generating renewable energy for occupiers.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement and Land South of East Midlands Airport Vision Document which have been submitted in support of these representations.

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Draft Policy AP6 (Health Impact Assessment)

Paragraphs 5.49 – 5.55

Whilst it is appreciated that the Council are not in a position to propose a draft policy at this stage, SEGRO considers that such a policy is unnecessary and objects to the principle of the inclusion of a draft policy, and any requirement at planning application stage for a Health Impact Assessments (HIA).

The purposes of HIAs are to identify and assess the potential health effects of a proposed development and provide recommendations that maximise health gains and remove or mitigate potential adverse impacts on health. The formulation and end result of HIAs is effectively the collation and duplication of information already submitted as part of any major planning application (i.e. Air Quality Assessment, BREEAM Pre-Assessment, Energy/Sustainability Report, Flood Risk Assessment, Noise Assessment, Transport Assessment etc.). This draft policy would therefore lead to a further layer of bureaucracy providing no additional benefit and resulting in unnecessary time and cost implications for the applicant, as well exacerbating further resourcing pressures on the Council to assess information which is already readily available elsewhere via the technical information submitted in support of a planning application.

SEGRO therefore considers such a policy unnecessary and should not be included in the Draft Local Plan.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement which has been submitted in support of these representations.

## Declaration

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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.

Draft Policy Ec4 (Employment Uses on Unidentified Sites)

Paragraphs 7.23 – 7.26

SEGRO supports the inclusion and principle of this policy, which broadly reflects Policy Ec2 within the adopted Local Plan. It is in line with Paragraph 85 of the NPPF which states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, Paragraph 86 of the NPPF states that planning policies should be flexible enough to accommodate needs not anticipated in the plan and to enable a rapid response to changes in economic circumstances.

SEGRO agrees with the recognition at Paragraph 3(b) of the draft policy in that the Areas of Opportunity, as detailed within the Leicester and Leicestershire Strategic Distribution Study (GL Hearn, 2021), should be the priority focus of where strategic B8 proposals are located.

Notwithstanding this general support, SEGRO is however concerned that one aspect of the detailed wording is overly restrictive and contrary to the Framework. Paragraph 3(a)(ii) of the draft policy, which sets out the criteria whereby proposals for employment development on unidentified land outside of the Limits to Development will be supported, includes a requirement to demonstrate that *'the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate'*.

In commercial terms this is not a workable criterion. Due to commercial sensitives, it is not commonplace to have an end-user identified during the course of a planning application and generally occupiers do not commit until planning permission has been granted as a means to strategically de-risk their commitment to a development. The wording of the policy also does not

allow for the instance whereby the proposed occupier falls away during the course of the planning application, which also can happen. This proposed wording of part (ii) would add an additional layer of burden and delay to obtaining planning permission. This policy requirement is, in effect, encouraging the use of personal planning permissions which can be very restrictive when marketing the site if the first occupier vacates.

Furthermore, this proposed requirement is not compliant with Paragraph 86 of the NPPF in that this would create potential barriers to investment and would not enable a rapid response to changes in economic circumstances in the event a potential occupier falls away.

The suggested wording also effectively relates only to single unit development proposals which have been designed to the bespoke requirements of an end-user and therefore could limit its market flexibility in the future. This therefore would not be a sustainable practice. This draft policy effectively precludes strategic warehousing and multi-unit sites, including SME units as part of a wider development, from coming forward as it is highly unlikely that all units on a multi-unit scheme would be pre-let.

We would therefore request that the draft policy be worded as follows:

*"(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met:*

*(a) It is demonstrated to the satisfaction of the Council that there is;*

*(i) an immediate requirement for the employment land of the type proposed in North West Leicestershire; ~~and~~ or*

*(ii) ~~either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set out in NPPF paragraph 82b 86d (or its replacement), namely it is to accommodate needs not anticipated in this Plan, it is to allow for new and flexible working practices or it is needed because of changes in economic circumstances".~~*

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement which has been submitted in support of these representations.

## Declaration

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Draft Policy Ec5 (Existing Employment Areas)

Paragraphs 7.27 – 7.36 (including Table 5)

SEGRO supports the inclusion of East Midlands Gateway as an Existing Employment Area set out within Table 5 given its current status and agree with the extent of the site boundary as set out within the accompanying policy map.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement which has been submitted in support of these representations.

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Draft Policy Ec7 (Local Employment Opportunities)

Paragraphs 7.44 – 7.49

SEGRO fully supports the inclusion of this new draft policy in order to provide and secure local employment opportunities for local people, which aligns with the Responsible SEGRO Framework. One of the three core long term priorities for SEGRO is investing in local communities and environments, the main target of which is to create and implement Community Investment Plans for every key market in its portfolio by 2025. This is already underway as in 2022, SEGRO launched its East Midlands Community Investment Plan in order to work with customers and suppliers to support local businesses and economies. Furthermore, SEGRO is committed to helping improve the skills of local people to enhance their career and employment opportunities, by investing in local training programmes.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement and Land South of East Midlands Airport Vision Document (including Appendix - Responsible SEGRO Framework) which have been submitted in support of these representations.

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Draft Policy H1 (Housing Strategy)

SEGRO supports the housing growth strategy and in turn the Council's recognition and understanding of the need to deliver housing at a high and sustainable rate. This will ensure the Council a) meets any unmet need from Leicester and b) responds to the significant projected economic and employment growth of the district and wider sub-region, which will be in large part driven by the continuing implementation of East Midlands Freeport, in order to balance houses with jobs.

For further details and as part of a comprehensive response, please see attached the SEGRO Representations Statement which has been submitted in support of these representations.

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Draft Policy S1 (Future Development Needs) Paragraphs 4.7 – 4.18

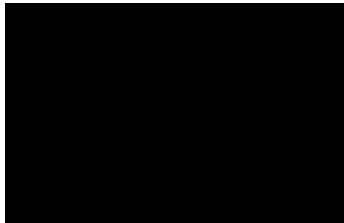
Please see SEGRO Representations Statement which provides full response and background to these representations. A summary of the points in relation to Policy S1 is as follows:

- SEGRO is supportive of the overall vision and development strategy of the draft plan in principle.
- SEGRO supports the Councils proposals to accommodate 50% of the outstanding road-served strategic warehousing requirement of the Leicester and Leicestershire area to be met in North West Leicestershire.
- SEGRO disputes the quantum of employment land that is suggested as being needed and requests this be re-assessed prior to publication of the Regulation 19 Plan. Evidence prepared by Savills suggests the strategic employment land requirement should be almost double the current estimate. In any event, the requirement should be expressed as a minimum.
- SEGRO supports the Council's approach to its housing strategy and the importance and significance that is placed on the need to achieve a better balance between jobs and homes in view of the existing and projected strength of the district's economy. SEGRO agrees with the significant emphasis that is placed on the East Midlands Freeport in respect of the projected impact on the local and regional economy.
- SEGRO generally supports the findings of the 'Implications of East Midlands Freeport on Housing Need in NW Leicestershire' study in principle. However, SEGRO considers that the report under-estimates the potential job creation of SEGRO's proposed EMG2 development on Land south of the Airport which is considered to be 4,000, rather than the current suggestion of 3,078.

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Potential Locations for Strategic Distribution - Land South of East Midlands Airport (EMP90(part))  
Paragraphs 6.3 – 6.10

Please see SEGRO Representations Statement and the following documents set out below, which provides full response and background to these representations:

- SEGRO Representations Statement prepared by Delta Planning;
- Land South of East Midlands Airport Vision Document prepared by UMC and Delta Planning;
- Highways Position Statement prepared by BWB;
- Sustainable Travel Strategy prepared by iTP;
- Flood Risk Summary Note prepared by BWB;
- Heritage Position Statement prepared by RPS;
- Ecology Summary Note prepared by FPCR; and
- Landscape and Visual Appraisal prepared by FPCR.

A summary of the points in relation to the Proposed Site Allocations consultation document is as follows:

- SEGRO fully supports and welcomes the identification of Land south of the Airport (Site EMP90) to meet strategic employment requirements. The proposal will build upon the success of SEGRO's flagship East Midlands Gateway and represents an outstanding and truly unique opportunity to assist North West Leicestershire with its employment land

needs as well as realising the objectives of the Government's Freeport designation.

- SEGRO has submitted a suite of supporting technical information and position statements in order to assist the Council assess various technical planning considerations identified in the Consultation Document, namely; traffic and transport, heritage, landscape and visual impacts, ecology and flooding/drainage. This documentation provides clear evidence to confirm that through good design and mitigation the proposals can be delivered without any overall major adverse residual impacts on the key planning issues identified.
- SEGRO objects to the location of the landscaping belt shown on page 81 of the Consultation Document. It is considered that landscape screening should be wider, but along a more westerly alignment rather than as currently shown on the draft inset plan. Further details of the landscape mitigation are set out in the Vision Document, Landscape and Visual Appraisal and the Proposed Landscaping Mitigation Plan at Appendix 3 of the Representations Statement.
- SEGRO objects to the proposed wording contained at 3(c) of the draft Policy. The requirement to demonstrate no harmful impact is not NPPF-compliant. SEGRO has proposed amendments to the wording of this draft policy.

In order to address concerns raised, SEGRO have proposed amendments to be made to the draft Local Plan as it progresses towards the Regulation 19 version. A summary of these amendments are set out within the Summary and Conclusions section of the Representations Report.

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# **North West Leicestershire Local Plan Review Proposed Policies and Site Allocations Consultation**

Representations Statement prepared by  
SEGRO in respect of  
Land South of East Midlands Airport

March 2024





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### Representations prepared by:

**Delta Planning**  
**Cornwall Buildings, 45 Newhall Street,**  
**Birmingham, B3 3QR**  
**Tel: 0121 285 1244**  
**[www.deltaplanning.co.uk](http://www.deltaplanning.co.uk)**

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# 1. Introduction

- 1.1. These representations have been prepared on behalf of SEGRO and provide a response to the Proposed Policies and Site Allocations consultation documents proposed by North West Leicestershire District Council in respect of the Local Plan Review, dated February 2024. It should be noted that SEGRO has no comments in relation to the Limits to Development Consultation Document as this principally relates to residential development within, or near to, existing settlements.
- 1.2. SEGRO's principal interest relates to draft allocation EMP90 – Land south of East Midlands Airport. SEGRO is promoting this site as a second phase of its flagship SEGRO Logistics Park East Midlands Gateway (EMG1) development. It would be known as East Midlands Gateway Phase 2 (EMG2).
- 1.3. SEGRO welcomes the preparation of the North West Leicestershire Local Plan and strongly supports the identification of Land south of East Midlands Airport within the consultation document as one of the potential locations to meet large scale employment requirements.
- 1.4. The proposal will take advantage of a combination of factors which together represent a truly unique opportunity to provide a very significant contribution to the local, regional and national economy. These factors being:
  - the designation of the site within the East Midlands Freeport, with the attendant benefits Freeport status brings to the development and the region;
  - the proximity to East Midlands Airport, being the second largest freight airport in the country;
  - the proximity to SEGRO's flagship EMG1, and its intermodal rail freight terminal;
  - the synergy with the social and physical infrastructure of EMG1;
  - the location of the site within the 'Leicestershire International Gateway', as identified in the Leicester and Leicestershire Strategic Growth Plan;
  - the site is located within the majority of the Key Areas of Opportunity identified within the Leicester and Leicestershire Strategic Distribution Study (GL Hearn, 2021);
  - the proximity of the site to the East Midland Investment Zone and the potential for further cumulative economic benefits;
  - the involvement of a leading and experienced owner, funder, manager and developer of modern logistics and industrial parks;

- SEGRO's commitment to deliver development which is Net Zero in construction, and the potential for occupiers to deliver Net Zero facilities in operation.
- 1.5. In addition to the above, it should be noted that the proposed development has recently been assessed as being of national significance by the Secretary of State. This follows an application by SEGRO for a direction under Section 35(1) of the Planning Act 2008, such that it will be subject to a Development Consent Order process. Further detail of this is provided in Section 3 of this Statement.
- 1.6. SEGRO would like to work with all local stakeholders to realise the potential and unique opportunity that the EMG2 proposal brings.
- 1.7. The representations contained within this statement are structured as follows:
- Section 2 provides an overview of SEGRO and its approach to sustainable development and achieving net zero.
  - Section 3 provides an overview of the proposed vision for EMG2.
  - Section 4 responds to the Proposed Policies Consultation Document.
  - Section 5 responds to the Proposed Site Allocations Consultation Document.
  - Section 6 provides a summary and conclusions on the key areas for consideration in our representations.
- 1.8. A site context plan and copy of the proposed illustrative masterplan for the EMG2 proposal are appended to these representations.
- 1.9. These representations are supported by a Vision Document outlining in more detail the proposals for the site together with a suite of technical evidence to assist the Council with various planning matters raised within the consultation document. A list of the supporting information is set out below:
- Vision Document prepared by UMC and Delta Planning;
  - Landscape and Visual Appraisal prepared by FPCR;
  - Ecology Position Statement prepared by FPCR;
  - Heritage Position Statement prepared by RPS;
  - Highways Position Statement prepared by BWB;
  - Sustainable Travel Strategy prepared by iTP; and

- Flood Risk Summary Note prepared by BWB.

1.10. Reference is made in this submission to the underpinning technical evidence and the Sustainability Appraisal that accompanies the Consultation Documents where appropriate. SEGRO reserves the right to provide further comments on the Sustainability Appraisal as it progresses through the plan making progress.

## **2. About SEGRO**

- 2.1. SEGRO is a UK Real Estate Investment Trust (REIT), listed on the London Stock Exchange and Euronext Paris, and is a leading owner, manager and developer of modern warehouses and industrial property. It owns or manages 10.4 million square metres of space (112 million square feet) valued at £20.7 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.
- 2.2. For over 100 years SEGRO has been creating the space that enables extraordinary things to happen. From modern big box warehouses, used primarily for regional, national and international distribution hubs, to urban warehousing and manufacturing facilities located close to major population centres and business districts, it provides high-quality assets that allow its customers to thrive.
- 2.3. In recent years, SEGRO has delivered a significant investment in respect of industrial and logistics investment across the Midlands, including SEGRO Logistics Park East Midlands Gateway within North West Leicestershire. Across the wider Midlands area, SEGRO has delivered major schemes at Northampton, Derby, Rugby and Coventry. SEGRO is a major developer and investor within the employment sector, and in the last decade especially, has developed significant investment and job opportunities in North West Leicestershire, as well as the wider Midlands region.

### **SEGRO Approach to Sustainability and Social Value**

- 2.4. The Consultation Documents and accompanying Sustainability Appraisals set out the importance of ensuring the sustainable growth of North West Leicestershire at a macro and micro level. SEGRO fully supports this. As a business, SEGRO is fully committed to reducing its impact on the environment whilst building long-standing relationships with its customers and the communities close to its estates.
- 2.5. At the heart of SEGRO's growth strategy is a commitment to be a force for societal and environmental good. Its Responsible SEGRO Framework, as appended to the Vision Document, focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent.
- 2.6. SEGRO has a strong track record of charity-giving that spans over 100 years history. Investing in local communities and environments is evident from the work and support the company has undertaken in the communities in addition

to SEGRO's responsibilities as a long-term investor, developer, and manager of industrial and warehouse space. It is a crucial and integral part of the Responsible SEGRO Framework.

- 2.7. SEGRO strives to achieve the highest sustainability credentials by conserving the environment, as well as improving the well-being of its customers and their employees, whilst still delivering successful and attractive industrial parks that create economic benefits for the local community.
- 2.8. Responsible SEGRO is integral to SEGRO developments in respect of sustainable design, construction and operation as its own sustainability programme. SEGRO is committed to delivering EMG2 as net zero in construction, and with the ability for occupiers to be net zero in operation. One of SEGRO's strategic priorities is "Championing Low Carbon Growth" which includes reducing operational carbon emissions (including occupier emissions) by 42% by 2030, measured against a 2020 baseline. This commitment to sustainability is led by SEGRO Sustainable Initiatives which covers wide ranging energy efficient initiatives including targeting an Energy Performance Certificate (EPC) rating of Band 'A' and a minimum of BREEAM 'Excellent' as part of SEGRO base build specification.
- 2.9. Further details are provided in Section 4 in our response to the draft policies relating to Climate Change.
- 2.10. In respect of social value, as part of the Responsible SEGRO framework, in 2022 SEGRO launched its East Midlands Community Investment Plan. This long-term plan for investment in the local community has initially centred on launching an East Midlands partnership with Career Ready as part of SEGRO's company-wide Schools Work Programme. Career Ready is a social mobility charity that supports sixth form students by partnering them for a year with a mentor from industry. Career Ready also provides students with careers skills masterclasses, workplace visits and supports students in accessing paid internships. The participating schools have been selected in liaison with North West Leicestershire District Council and LLEP based on their level of need. In 2023, SEGRO supported 34 students through the Career Ready programme in North West Leicestershire.
- 2.11. SEGRO will expand the programme to a further 60 students across four schools in 2024 with a year of 1-2-1 mentoring meetings and workplace visits, will also help to raise awareness of the opportunities available within the East Midlands Freeport and surrounds. This is in addition to the much wider programme of employment collaboration and engagement that will be delivered as part of East Midlands Gateway Phase 2.

### 3. East Midlands Gateway 2

- 3.1. As set out within this document, SEGRO strongly supports the identification of the Land south of East Midlands Airport as one of the potential locations to meet large scale employment requirements as part of this local plan review. The site represents an outstanding and truly unique opportunity to assist North West Leicestershire with its employment land needs as well as realising the objectives of the Government's Freeport designation. It is described further in the accompanying Vision Document.
- 3.2. Having successfully delivered one of the largest logistics developments in the area at East Midlands Gateway, and in light of the clearly evidenced need for additional logistics space and the strength of this location, SEGRO is promoting the Land south of East Midlands Airport as a next phase of East Midlands Gateway to meet strategic employment needs. The site is located at the heart of the UK's motorway network and is accessible to a large and skilled labour pool making it a highly sought-after location for economic investment.
- 3.3. The main EMG2 site extends to 105ha (gross), and approximately 60 ha (net developable). The site is located to the south of East Midlands Airport, south east of Junction 23a M1 and to the east of the village of Diseworth. A plan showing the context of the site is provided within the submitted Vision Document. It comprises of undeveloped arable land with hedgerows and trees dividing the various fields and along the site boundaries. A public byway, known as Hyam's Lane, dissects the site from south west to north east. The wider site, which includes land proposed for highway and servicing works, extends to some 118 ha in total.
- 3.4. SEGRO's vision for EMG2 is to support economic growth, inward investment and bring transformational jobs, training and education opportunities to North West Leicestershire and the region. It will deliver:
  - Approx. 60 ha net of employment land with the ability to accommodate some 279,000 sq.m (3 million sq.ft) of the highest quality industrial and logistics space, supporting the regional employment sector base.
  - Some £310 million of direct capital investment, supporting the growth of North West Leicestershire and the sub-region. This represents a total economic output over £900 million arising from the construction stage alone and will contribute £250 million of GVA annually. From the Freeport status alone, there will be retained business rates of £298 million.
  - Over 4,000 direct jobs; plus potentially 5,500 jobs created indirectly

through the supply chain multiplier effect across the region.

- Combined with the Airport and EMG1, it will form part of an economic cluster totalling over 20,000 jobs.

3.5. SEGRO invests in its employment estates for the long term and is uniquely placed to deliver an expansion of the existing EMG1 in a manner that is truly integrated and sustainable. In particular:

- Across the wider development, SEGRO is committed to delivering EMG2 as net zero in construction, and with the ability for occupiers to be net zero in operation, and the development would be an industry leader in sustainability.
- Occupiers will have access to the rail freight facility at East Midlands Gateway. Additionally, given its proximity, occupiers could also utilise air freight at East Midlands Airport.
- A 28 ha (70 acre) Community Park at the west of the site will be provided encompassing pedestrian paths which provides a new direct link to the A453 to the north and a circular route around the entire site.
- A fully integrated site access and exemplar public transport strategy mirroring the success of, and integrating with, EMG1.

3.6. The Community Park will deliver a significant area of habitat creation alongside the western site boundaries for use both by the site employees and the local community.

3.7. EMG2 would be exceptionally well placed to meet the identified employment land needs. It provides the key locational attributes that occupiers are seeking, principally:

- Excellent proximity to the strategic road network and rail and airport connectivity;
- Immediacy to a suitable and plentiful labour pool;
- Proximity to similar types of businesses;
- High quality environment; and
- Provision of variety of appropriately sized units.

3.8. There are no technical constraints to the delivery of this site. Further details regarding site constraints and delivery are set out in Section 5 of this Statement.



- 3.9. SEGRO has commenced work on an application for EMG2 with progress to date outlined below:
- EIA scoping opinion request submitted May 2022 and received December 2022;
  - Pre-application advice request submitted June 2022 and advice received February 2023; and
  - EIA preparation commenced January 2023 and work is on-going.
- 3.10. In January 2024, SEGRO submitted an application for a direction from the Secretary of State under Section 35(1) of the Planning Act 2008 to formally request that the Secretary of State direct EMG2 to be treated as development of national significance for which development consent is required. Following this request, in February 2024, the Secretary of State confirmed that EMG2 is of national significance and as such, directed that the proposed development is to be treated as development for which development consent is required.
- 3.11. The Secretary of State considered the proposal against the criteria in the Policy Statement for the extension of the nationally significant infrastructure planning regime to business and commercial projects, and concluded that EMG2 by itself is nationally significant for the following stated reasons:
- the proposal would be likely to have significant economic impact;
  - be important in driving growth in the economy;
  - have an impact on an area wider than a single local authority area;
  - the substantial physical size and scale of the project;
  - would contribute to delivering the outcomes of the Freeport; and
  - would benefit from the application being determined through a single, unified consenting process provided by the Planning Act and removing the need to apply and the uncertainty of applying for separate powers and consents.
- 3.12. The confirmation of the proposal as being of national significance and therefore further established the importance of the site both nationally and regionally to the economy.

## 4. Response to Proposed Policies Consultation

- 4.1. SEGRO agrees with and supports the overall vision set out within the Proposed Policies Consultation Document, particularly the strong support for economic growth.
- 4.2. SEGRO suggests however that the Plan Objectives should also reference the East Midlands Freeport status and the significant benefits this will bring to North West Leicestershire and the wider East Midlands region. The Freeport status area covers the parts of the airport and EMG1 and the proposed EMG2 development on Land south of the Airport. It will encourage businesses to locate in the area to take advantage of the financial incentives whilst making best use of the nearby strategic road network and air and rail freight infrastructure. This status is of local, regional and national significance and it is therefore important that the economic growth strategy and plan objectives takes this into consideration. SEGRO therefore considers that the Plan Objectives should include express support for, and emphasise the significant impact of, the East Midlands Freeport.
- 4.3. Within this context, this section sets out our responses, where relevant, to the Proposed Policies element of the consultation.

### ***Draft Policy S1 (Future Development Needs)***

#### *Employment Land Needs Strategy*

- 4.4. SEGRO welcomes the recognition within the Consultation Document that there has been significant employment growth in North West Leicestershire in the last decade, a 30% increase which is the highest in Leicestershire, and that the district has a particular strength in the transport and storage (logistics) sector. The Consultation Document notes that in 2020, this sector accounted for 22.4% of all employment in the district, equating to some 15,000 employees and has exhibited a growth rate of nearly 88% since 2015. SEGRO further supports the recognition that significant further growth is projected moving forward for the district. This growth will in large part capitalise on the significant benefits brought about by East Midlands Freeport, the economic hub at the Leicester and Leicestershire International Gateway (as per the Strategic Growth Plan) and the overarching principle that North West Leicestershire sits at the geographical epicentre of demand for employment land in the East Midlands and firmly within the logistics 'golden triangle'.
- 4.5. SEGRO welcomes the commitment of the Leicester and Leicestershire authorities to continued joint working on strategic warehousing matters. In particular this relates to the findings of the 'Warehousing and Logistics in

Leicester and Leicestershire: Managing Growth and Change' (April 2021), prepared by GL Hearn. The authorities have commissioned a study (The Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study) to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire. It is understood that the preparation of this study is underway and as a key stakeholder, SEGRO would welcome the opportunity to provide input as part of the preparation of this study. It is clear however that that the emerging strategic distribution apportionment study should be guided by the GL Hearn study in relation to the identified Key Areas of Opportunity. Of particular note is that most of these Key Areas identified, all converge and overlap at and around East Midlands Airport where the EMG2 site is located.

- 4.6. At Paragraph 4.16 of the Proposed Policies Consultation Document, it states that *"in the consultation we undertook in January 2022, we proposed that 50% of the outstanding Leicester and Leicestershire requirement for road-served strategic distribution floorspace be met in the district. This amounted to approximately 106,000 sq.m. once permissions granted subsequently were taken into account. The Local Plan Committee confirmed this as working figure at its meeting of 12 July 2022"*. The evidence base behind this strategy derives from an assessment of this sector's needs for the period 2020-41 provided in the GL Hearn study (April 2021) in which the study identified a need for an additional 768,000 sqm (307 hectares) at rail served sites and 392,000 sqm (112 hectares) at non-rail served sites across Leicester and Leicestershire for the period 2020-41.
- 4.7. SEGRO agrees with the strategy for strategic warehousing which aims to accommodate 50% of the outstanding road-served strategic warehousing requirement of the Leicester and Leicestershire area to be met in North West Leicestershire. However, SEGRO does take issue with the quantum of land that is suggested as being needed and considers in any event, this should be expressed as a minimum.
- 4.8. As part of the Development Strategy and Policy Options consultation in January-February 2022, SEGRO commissioned Savills to test the conclusions of the Council's employment land evidence base. The Savills report (Future Industrial and Logistics Demand in North West Leicestershire and the Wider Sub-Region 2022), which was submitted in support of SEGRO's 2022 representations, concluded that the demand side analysis of the 2021 GL Hearn study has a number of methodological issues, in particular that the outcome is that the demand estimation is lower than past completion trends. This is totally out of step with market reality. Other issues highlighted by the Savills report included the lack of consideration of strategic B2 floorspace, the growth build element of the preferred model not taking into account the role of air freight and LGVs associated with industrial and

logistics demand, the use of different plot ratios for different demand models and the unrealistic apportionment of rail-served demand. As a result of these shortcomings, it was concluded that the GL Hearn Study significantly underestimates future demand, even suggesting a lower demand than past completion trends.

- 4.9. The Savills report sought to address these methodological shortcomings and undertake a more realistic and NPPF-compliant demand assessment methodology, taking into account historic demand but then adjusting it to reflect suppressed demand and the expected increases in on-line retailing. It concluded that the Functional Economic Market Area (FEMA) wide demand for industrial and logistics is in the region of 2,479 ha of land over the proposed 22-year plan period. At a District level, and based on the 50% strategic warehousing apportion strategy, Savills concluded that North West Leicestershire should be planning for up to 1,240 ha of employment land over this period. Despite the evidence provided as part of SEGRO's representations to the Issues and Options Consultation in 2022, it is disappointing that the Council's evidence base, in respect of the strategic distribution need, has not been reviewed or reassessed in light of the deficiencies and methodological shortcomings previously highlighted.
- 4.10. As evidenced above, SEGRO agree that there is a significant and demonstrable need for strategic employment land in the district, but request that the GL Hearn requirement is reassessed in light of the Savills report findings. Draft Policy S1 is therefore supported in principle at this stage subject to the final wording of Criterion 3 and the final requirement figures that are proposed.

#### *Housing Need*

- 4.11. In relation to the housing needs aspect of Draft Policy S1, SEGRO supports the Council's approach to its housing strategy and the importance and significance that is placed on the need to achieve a better balance between jobs and homes. It is appreciated that the high housing need approach is in direct relation to the existing and projected strength of the economy of the district. A key driver of the significant projected impact on the local and regional economy is the East Midlands Freeport designation, including the EMAGIC tax site which falls within North West Leicestershire.
- 4.12. The existing strength of the economy within the district is evidenced by the significant growth in recent years, with a key focus on and around East Midlands Airport and SEGRO Logistics Park East Midlands Gateway. This has created significant jobs growth, with EMG1 itself generating in excess of 6,500 jobs over the last 4 years. The Freeport status of this area will serve to generate further significant investment and jobs growth.

- 4.13. In order to ensure that the future housing needs strategy captures the projected significant economic growth and job creation anticipated by the Freeport, the Council commissioned a report to explore these implications on housing need in North West Leicestershire. The outcome is a report by ICENI entitled 'Implications of East Midlands Freeport on Housing Need in NW Leicestershire' dated November 2022. It is acknowledged within this report that the EMAGIC tax site is the only East Midlands Freeport site within North West Leicestershire and that the Land south of East Midlands Airport (the EMG2 site) falls within the EMAGIC area.
- 4.14. This report sets out the methodology by establishing the total gross jobs (23,962 jobs) created by the East Midlands Freeport, taking due regard of additionality (deadweight, displacement, substitution) and multiplier effects and acknowledging the regional significance of the Freeport in respect of calculating the regional job distribution and consequently the apportionment to North West Leicestershire residents. This assessment demonstrated that the direct jobs which are expected to be filled by North West Leicestershire residents, and the associated multiplier effects for the local economy through supply chains and local spending, the modelling indicates a net additional labour requirement of 1,639 jobs in the district.
- 4.15. The report concludes that, even when taking in to consideration the potential job growth proposed by EMG2 as part of a sensitivity analysis, planning on the basis of 686 dpa is sufficient to meet housing need and accommodate jobs growth associated with the Freeport. The report considers that it would also provide the potential to improve the balance between housing and jobs within the district.
- 4.16. SEGRO is supportive of the work and consideration undertaken to date in assessing the significance and importance of the Freeport, including exploring the implications of the Freeport EMAGIC tax site and EMG2 site on the housing need for North West Leicestershire. However, one matter of contention is the job creation calculation undertaken in respect of EMG2. The calculation uses the employment density ratios set out by the Homes and Communities Agency (HCA) in 2015 entitled 'Employment Density Guide: 3<sup>rd</sup> Edition' in which it is considered that EMG2 will generate 1 job per 95sq.m. on the basis that the development proposes strategic warehousing units (over 9,000sq.m.). The report therefore considers that EMG2 will create 3,078 gross direct jobs. SEGRO considers this to be a low estimate.
- 4.17. SEGRO has undertaken surveys as part of its monitoring of EMG1 in respect of employment densities. These have shown that EMG1 has already created some 6,500 jobs and will create at least 7,000-7,500 jobs, once fully operational in 2024.

- 4.18. SEGRO's survey has shown that EMG1 has an average employment density of 1 job per 58 square metres of floorspace (including mezzanines) at peak times of the year. Without the inclusion of mezzanines, this density significantly increases to 1 job per 47 square metres of floorspace. In terms of off-peak season, the density changes to 1 job per 68 square metres (excluding mezzanines) and 1 per 91 square metres including mezzanine floorspace. This survey represents a live example of a successful employment scheme in close proximity to the proposed site south of the Airport and the job densities which the proposed development may experience.
- 4.19. It is therefore considered that in the case of EMG2, the HCA Guidelines used by ICENI provides a very conservative job estimate for B8 uses. Given the evidence above, we have applied the off-peak non-mezzanine density being achieved at EMG1 of 1 job per 68sq.m. which provides an approximate job estimate of 4,102 jobs using the estimated achievable floorspace of 279,000 sq.m (3 million sq.ft). This assumes that the whole site is occupied for B8 uses. It is considered that this is a robust calculation particularly given that EMG2 is proposed to be a mixed employment site, with an allowance of up to 20% for industrial/manufacturing uses. The HCA Employment Density Guide indicates that such uses generally operate with higher densities averaging 1 job per 36 sq.m. Therefore, even if the B8 employment density ratio is considered high, this even ignores the mixed-use element of the proposed development and therefore it is considered that this calculation is robust.
- 4.20. Given the above, SEGRO has estimated that the land south of East Midlands Airport (EMG2) would more likely result in the creation of some 4,000 jobs, which is rounded down from our estimate of 4,102 jobs.
- 4.21. It is therefore considered that to ensure the evidence base is robust when assessing the implications of the Freeport on North West Leicestershire's housing need, the higher job creation figure of 4,000 jobs at Land south of the Airport (EMG2) should be used to ensure the housing need evidence is robust.
- 4.22. By supporting high housing growth, the district's economic strategy would be sustainable as it would promote jobs for local people; rather than relying upon inward commuting to the district.

***Draft Policy AP4 (Reducing Carbon Emissions)***

- 4.23. SEGRO fully supports the Council's objective to reduce carbon emissions in line with its targets to be a Net Zero Carbon Council by 2030, and a Net Zero Carbon district by 2050.

- 4.24. SEGRO also supports the draft wording of Policy AP4. Given the rapidly changing technologies and approaches to sustainable design, it is important to ensure that the policy wording is not too inflexible or could conflict with, or pre-empt, Government legislation and building regulations in the future.
- 4.25. SEGRO strives to achieve the highest sustainability credentials by conserving the environment, as well as improving the well-being of its customers and their employees, whilst delivering successful and attractive industrial estates that create economic benefits for the local community. SEGRO recognises that real estate is a significant contributor to carbon emissions through the construction and operation of buildings. SEGRO has made it its priority to eliminate as far as possible the carbon emissions from the construction of new buildings and the operation of existing buildings to ensure that any residual carbon is offset or absorbed meaningfully and effectively. SEGRO's aims in championing low-carbon growth as well as its wider commitments to be a force for societal and environmental good are set out in its framework report 'Responsible SEGRO'. Further details of this are appended to the submitted Vision Document.
- 4.26. SEGRO is committed to delivering EMG2 as net zero in construction, and with the ability for occupiers to be net zero in operation. The development would be an industry leader in sustainability including, but not limited to:
- A+ EPC Rating;
  - A target of BREEAM 'Outstanding' rating;
  - Reduce embodied carbon through sustainable construction methods;
  - Provide capability for EV charging site-wide above minimum requirements set by policy;
  - Environmental and biodiversity enhancements to provide significant net gains in biodiversity (a minimum of 10% Biodiversity Net Gain on-site) and habitat creation; and
  - Provide PV panels on roofs generating renewable energy for occupiers.

***Draft Policy AP6 (Health Impact Assessments)***

- 4.27. Whilst it is appreciated that the Council are not in a position to propose a draft policy at this stage, SEGRO considers that such a policy is unnecessary and objects to the principle of the inclusion of a draft policy, and any requirement at planning application stage for a Health Impact Assessments (HIA).

- 4.28. The purposes of HIAs are to identify and assess the potential health effects of a proposed development and provide recommendations that maximise health gains and remove or mitigate potential adverse impacts on health. The formulation and end result of HIAs is effectively the collation and duplication of information already submitted as part of any major planning application (i.e. Air Quality Assessment, BREEAM Pre-Assessment, Energy/Sustainability Report, Flood Risk Assessment, Noise Assessment, Transport Assessment etc.). This draft policy would therefore lead to a further layer of bureaucracy providing no additional benefit and resulting in unnecessary time and cost implications for the applicant, as well exacerbating further resourcing pressures on the Council to assess information which is already readily available elsewhere via the technical information submitted in support of a planning application.
- 4.29. SEGRO therefore considers such a policy unnecessary and should not be included in the Draft Local Plan.

***Draft Policy H1 (Housing Strategy)***

- 4.30. As set out previously, SEGRO supports the housing growth strategy and in turn the Council's recognition and understanding of the need to deliver housing at a high and sustainable rate. This will ensure the Council a) meets any unmet need from Leicester and b) responds to the significant projected economic and employment growth of the district and wider sub-region, which will be in large part driven by the continuing implementation of East Midlands Freeport, in order to balance houses with jobs.

***Draft Policy Ec4 (Employment Uses on Unidentified Sites)***

- 4.31. SEGRO supports the inclusion and principle of this policy, which broadly reflects Policy Ec2 within the adopted Local Plan. It is in line with Paragraph 85 of the NPPF which states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future. Furthermore, Paragraph 86 of the NPPF states that planning policies should be flexible enough to accommodate needs not anticipated in the plan and to enable a rapid response to changes in economic circumstances.
- 4.32. SEGRO agrees with the recognition at Paragraph 3(b) of the draft policy in that the Areas of Opportunity, as detailed within the Leicester and



Leicestershire Strategic Distribution Study (GL Hearn, 2021), should be the priority focus of where strategic B8 proposals are located.

- 4.33. Notwithstanding this general support, SEGRO is however concerned that one aspect of the detailed wording is overly restrictive and contrary to the Framework. Paragraph 3(a)(ii) of the draft policy, which sets out the criteria whereby proposals for employment development on unidentified land outside of the Limits to Development will be supported, includes a requirement to demonstrate that *'the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate'*.
- 4.34. In commercial terms this is not a workable criterion. Due to commercial sensitives, it is not commonplace to have an end-user identified during the course of a planning application and generally occupiers do not commit until planning permission has been granted as a means to strategically de-risk their commitment to a development. The wording of the policy also does not allow for the instance whereby the proposed occupier falls away during the course of the planning application, which also can happen. This proposed wording of part (ii) would add an additional layer of burden and delay to obtaining planning permission. This policy requirement is, in effect, encouraging the use of personal planning permissions which can be very restrictive when marketing the site if the first occupier vacates.
- 4.35. Furthermore, this proposed requirement is not compliant with Paragraph 86 of the NPPF in that this would create potential barriers to investment and would not enable a rapid response to changes in economic circumstances in the event a potential occupier falls away.
- 4.36. The suggested wording also effectively relates only to single unit development proposals which have been designed to the bespoke requirements of an end-user and therefore could limit its market flexibility in the future. This therefore would not be a sustainable practice. This draft policy effectively precludes strategic warehousing and multi-unit sites, including SME units as part of a wider development, from coming forward as it is highly unlikely that all units on a multi-unit scheme would be pre-let.
- 4.37. We would therefore request that the draft policy be worded as follows:
- “(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met:*
- (a) It is demonstrated to the satisfaction of the Council that there is;*
- (i) an immediate requirement for the employment land of the type proposed in North West Leicestershire; and or*

~~(ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set out in NPPF paragraph 82b 86d (or its replacement), namely it is to accommodate needs not anticipated in this Plan, it is to allow for new and flexible working practices or it is needed because of changes in economic circumstances”.~~

***Draft Policy Ec5 (Existing Employment Areas)***

- 4.38. SEGRO supports the inclusion of East Midlands Gateway as an Existing Employment Area set out within Table 5 given its current status and agree with the extent of the site boundary as set out within the accompanying policy map.

***Draft Policy Ec7 (Local Employment Opportunities)***

- 4.39. SEGRO fully supports the inclusion of this new draft policy in order to provide and secure local employment opportunities for local people, which aligns with the Responsible SEGRO Framework. One of the three core long term priorities for SEGRO is investing in local communities and environments, the main target of which is to create and implement Community Investment Plans for every key market in its portfolio by 2025. This is already underway as in 2022, SEGRO launched its East Midlands Community Investment Plan in order to work with customers and suppliers to support local businesses and economies. Furthermore, SEGRO is committed to helping improve the skills of local people to enhance their career and employment opportunities, by investing in local training programmes, as evidenced in Section 2 of this report.

## **5. Responses to Proposed Site Allocations Consultation**

- 5.1. SEGRO welcomes that the proposed employment development strategy is underpinned by appreciating the necessity to balance future housing growth with jobs and taking in to account the Leicester and Leicestershire Strategic Growth Plan (SGP) which was published in 2018.
- 5.2. It is understood that until the Leicester and Leicestershire Apportionment of Strategic Distribution Floorspace Study is published, the Council is not yet in a position to confirm draft allocations for strategic warehousing. This study follows on from the GL Hearn report, and seeks to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire.
- 5.3. This section sets out our response to the Proposed Site Allocations Consultation Document and seeks to address matters raised as part of potential allocation of Land south of East Midlands Airport.

### **Land South of East Midlands Airport (Site ref: EMP90(part))**

- 5.4. SEGRO fully supports the identification of Land South of East Midlands Airport (EMG2) as one of the potential locations to meet large scale, strategic employment requirements as part of this local plan review. As set out previously, the Secretary of State has confirmed, by way of direction under Section 35 of the Planning Act 2008, that EMG2 is a project of national significance. SEGRO therefore considers that the Local Plan should recognise this and ensure that this site is allocated within the Local Plan moving forward.
- 5.5. As set out in the introduction to this submission, the proposal will take advantage of a combination of factors which together represent a truly unique opportunity to provide a very significant contribution to the local, regional and national economy. These factors being:
  - the designation of the site within the East Midlands Freeport, with the attendant benefits Freeport status brings to the development and the region;
  - the proximity to East Midlands Airport, being the second largest freight airport in the country;
  - the proximity to SEGRO's flagship EMG1, and its intermodal rail freight terminal;
  - the synergy with the social and physical infrastructure of EMG1;

- the location of the site within the ‘Leicestershire International Gateway’, as identified in the Leicester and Leicestershire Strategic Growth Plan;
- the site is located within the majority of the Key Areas of Opportunity identified within the Leicester and Leicestershire Strategic Distribution Study (GL Hearn, 2021);
- the proximity of the site to the East Midland Investment Zone and the potential for further cumulative economic benefits;
- the involvement of a leading and experienced owner, funder, manager and developer of modern logistics and industrial parks;
- SEGRO’s commitment to deliver development which is Net Zero in construction, and the potential for occupiers to deliver Net Zero facilities in operation.

5.6. The EMG2 proposal therefore represents an outstanding opportunity to assist North West Leicestershire with its employment land needs and the Council’s recognition of this is fully supported.

5.7. Paragraphs 6.7 and 6.8 of the Consultation Document highlights key planning considerations which need to be addressed in order to consider the acceptability of the proposal in planning terms. These issues relate to:

- Traffic and Transport;
- Heritage;
- Landscape and Visual Impact;
- Ecology;
- Flooding and Drainage;
- Residential Amenity; and
- Safeguarding the Operations of East Midlands Airport.

5.8. SEGRO is currently in the process of undertaking an Environmental Impact Assessment of the EMG2 proposal to support a future application for development. As such it has undertaken a significant amount of technical work into the site constraints and planning considerations identified by the Council, together with the extent of mitigation proposed. In order to assist the Council assess the planning balance of the various issues a suite of technical information and position statements have been submitted to accompany these representations in direct response to the list of key issues the Council has identified.

- 5.9. Paragraph 2 of the draft policy also states that “*allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire*”. As already set out in Section 4 of this Report there is a clear and significant need for employment land in the district and the allocation of this site would provide a significant contribution towards meeting this identified shortfall.
- 5.10. In regards to the key technical planning considerations, the current status of the assessment work that has been carried out to date is summarised below.

### ***Traffic and Transport***

- 5.11. A Highways Position Statement has been prepared by SEGRO’s transport consultant (BWB) which sets out the work and consultation done to date to inform the EIA and the development proposals for this site. Extensive pre-application discussions have been on-going with the Transport Working Group (TWG) since April 2022. This consists of key statutory highway authorities including Leicestershire County Council and National Highways, along with neighbouring authorities including Derbyshire County Council, Nottinghamshire County Council, Leicester City Council, Nottingham City Council and Derby City Council.
- 5.12. The BWB Position Statement demonstrates that significant strategic transport modelling work has already been undertaken under an agreed scoping with the various highways authorities. This modelling work also includes sensitivity analysis to include for the other East Midlands Freeport developments and part of the proposed new settlement of Isley Woodhouse.
- 5.13. Whilst work is still ongoing in regards to mitigation measures, initial schemes of mitigation have been designed at M1 J23a/Finger Farm and options have been considered for mitigating the proposed developments impacts at M1 Junction 24. At this stage, there are various options under consideration for mitigating any impacts of the development through physical infrastructure improvements and softer travel planning measures.
- 5.14. In terms of the Council’s own evidence base, the Infrastructure Delivery Plan Part 1: Baseline Infrastructure Capacity Report (September 2022) states that “*North West Leicestershire benefits from excellent strategic road access and connectivity outside of the district, with the Junction 23A/24/24A complex on the M1 being a ‘crossroads’ of the national strategic highway network. This provides the district (particularly parts close to the strategic highway network) with fast access to cities including Derby, Nottingham, Sheffield, Leicester, Birmingham and Stoke-on-Trent*”.
- 5.15. The connectivity of North West Leicestershire is a key driver in the significant levels of demand for employment land in the district and the EMG2 site is

exceptionally situated along the M1 corridor and the wider strategic highway network, in close proximity to Junctions 23a and 24.

- 5.16. It is also important to note that in addition to the site's excellent location to the strategic highway network, the site also benefits from close proximity to the rail freight terminal at East Midlands Gateway and air freight facility at East Midlands Airport. This will help reduce HGV traffic generation by increasing the volume of freight travelling by rail and air. This modal shift is already apparent on East Midlands Gateway with both Amazon and Kuehne and Nagel already using both the rail and air freight facilities available.
- 5.17. In respect of sustainable transport, a comprehensive Sustainable Travel Strategy (STS) for EMG2 has been prepared by iTP and submitted as part of these representations. The STS provides an overview of all of the potential sustainable transport measures which are proposed for EMG2, which will mirror, and link in to, the highly successful transport strategy that has been delivered on East Midlands Gateway. This is recognised nationally as an exemplar scheme which has far exceeded all targets and is currently achieving single use employee car patronage as low as 51%.
- 5.18. A central part of the strategy for EMG2 will be the implementation of a state of the art fully electric shuttle bus service. This would be a free service for all site employees, providing a highly sustainable and affordable alternative to single occupancy car travel. The service would link the businesses to existing local bus operator services through a dedicated on-site interchange at the site entrance. The existing Gateway Shuttle Bus at EMG1 has experienced a patronage far above expectations, with some 4,800 trips per week achieved in 2023 and it is proposed that a very similar service will be provided at EMG2. The shuttle service will be co-ordinated through a dedicated Transport Working Group set up as part of EMG1 which ensures that through close cooperation between all parties, bus services operate throughout the day to support the shift patterns of the businesses.
- 5.19. In terms of ensuring that the site is accessible for walking and cycling connections, the design proposals for land south of the airport will incorporate multiple pedestrian and cyclist access points to ensure future employees and the local community can move through the site quickly, easily and safely. Along the main estate roads, shared pavements would be provided, identical to East Midlands Gateway, to ensure pedestrians and cyclists are separated from the vehicle and HGV traffic.
- 5.20. Hyam's Lane, which bisects the site in a north-east direction, would be retained, and enhanced, to provide an active travel spine route through the site. As part of the development and design considerations, resurfacing Hyam's Lane and providing sufficient lighting along part of the route could be

explored as a means to increase suitability for all expected users, all-year round.

- 5.21. In addition to active travel routes, provision can be made to provide secure, covered cycle parking at each business unit as well as shower and changing facilities. The proposed development would also include a free onsite bike hire scheme to allow employees to cycle from the new EMG2 bus interchange to their workplace within the site. It could operate in a similar way to the bike hire scheme at East Midlands Gateway with employees able to hire bikes near the bus interchange and dock them in the secure cycle stands at their workplace.
- 5.22. Therefore, it is considered that the EMG2 site represents a sustainable development in a suitable and accessible location, with a range of sustainable transport options available that, with appropriate mitigation, would not have any significant impacts on the surrounding highway network. As a result, it is considered that the site is suitable for an employment allocation within the new Local Plan in regard to transport matters.

### ***Heritage***

- 5.23. Paragraph 6.7 of the Consultation Document raises concerns over heritage impacts of the proposal. More specifically, it notes the potential impact on Diseworth Conservation Area particularly if the development was to come up to the edge of the village to correspond with the edge of the Freeport designation. It notes that this could erode its legibility as a standalone historic settlement within its rural context.
- 5.24. In order to understand the level of heritage impacts arising from the EMG2 proposal SEGRO has commissioned a full built heritage assessment and archaeological investigation, in consultation with the North West Leicestershire Conservation officer and Leicestershire County Council Archaeology officers. The results of this are summarised within the submitted Heritage Position Statement prepared by SEGRO's heritage consultants (RPS).
- 5.25. In terms of built heritage, the RPS position statement confirms that the site itself does not contain any designated heritage assets, but fully acknowledges and assesses the Diseworth Conservation Area and its 22 listed buildings, including the Church of St. Michael and All Angels which is Grade II\* Listed.
- 5.26. The Assessment, alongside the Landscape and Visual Assessment work discussed later in this section, has been fed into the Masterplanning work for the site and this directed that no buildings or built infrastructure should be located in the field parcels immediately adjacent to the Conservation Area. In this regard the key heritage concern that the Consultation Document raises is

addressed, and SEGRO agrees that built development should not extend to the edge of the village or to the full extent of the Freeport designation. The Masterplan shows that this area east of the village will instead be delivered as a significant area of green landscaping and provide a country park for use by the local community as well as future occupants of the development. It would provide extensive landscape planting and bunding, and will help reduce the visibility of any proposed buildings. In particular, these features will screen service yards, car parks and the lower parts of the proposed buildings. The bunds and landscape planting will allow only filtered views of parts of the roofscape and upper parts of the built form of the development.

5.27. The RPS position statement concludes that the development would result in a low level of less than substantial harm to the significance of the Conservation Area, and a medium level of less than substantial harm to the significance of the Church of St Michael and All Angels. Overall, following the implementation of a comprehensive package of mitigation, it is concluded that the development would not give rise to any significant residual impacts.

5.28. In terms of the proposed wording of the site policy, this needs to reflect NPPF guidelines for compliance. As drafted, the wording at 3(c) states that if the site is allocated there must be “no harmful impact upon Diseworth Conservation Area or its setting”. This wording should be altered to be NPPF-compliant, and recognise that harm to heritage assets is a balanced judgement to be weighed against a proposal’s public benefits (Paragraph 208 of the NPPF).

5.29. SEGRO therefore request that that any requirement at Paragraph 3(c) should be amended to read:

*“The development of this site will not lead to substantial harm to (or total loss of significance of) the Diseworth Conservation Area or its setting”*

5.30. In respect of archaeology, a comprehensive programme of archaeological evaluation has already been undertaken at the site in consultation with the County Council’s archaeology officer. As a result of this it has been established that only limited localised areas of containing archaeological remains of interest are present, and such remains can be mitigated through an appropriate programme of archaeological mitigation secured at the post-consent stage.

### ***Landscape and Visual Impact***

5.31. Paragraph 6.7 of the Consultation Document highlights that landscape impacts are a key planning consideration in respect of the potential impacts on the rural setting of Diseworth. At Paragraph 6.10 of the Consultation Document, it provides an indicative plan with a proposal for limiting built development to the centre and east of the allocation, with structural



landscaping and mounding to the west. The rationale for the proposal is to limit the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity.

- 5.32. As already noted in the heritage section above, SEGRO agrees that it is critical that a green infrastructure area of landscaping and bunding is included as part of the mitigation package for this site, and the Masterplan put forward as part of these representations reflects this. However, SEGRO objects to the draft plan on page 81 of the Consultation Document which requires some alteration and refinement with the buffer zone widened but located further west from its current location. This alternative strategic landscape buffer solution is provided at Appendix 3 of this Statement. This is informed by the detailed masterplanning, heritage and landscape assessment work that has been undertaken by SEGRO.
- 5.33. In terms of the Council's own evidence base, the Council has published a landscape study entitled 'Further Landscape Sensitivity Study: Sensitivity Parcel Appraisals (August 2021)' as part of the evidence base underpinning the local plan review. The study specifically assessed Land South of East Midlands Airport (Ref. Parcel 13DIS-C). In respect of landscape sensitivity, the assessment identified that the site sits within a rural landscape with a relationship to the edge of Diseworth and a number of public rights of ways (PRoWs) across the site. It states that the site serves an important function in separating the development and infrastructure to the north and east from the village of Diseworth, however it also notes that sensitivity is reduced by the landscape having relatively few natural features and the presence of both Donington Park Services and the M1/A42 road junction. It concludes that the overall landscape sensitivity is of 'medium sensitivity' to change arising from new employment development. With regard to visual impact, the assessment states that there are some scenic long-distance views to the south of the site and beyond, but that views to the north and east are relatively contained and include detractors such as the large airport control tower. Overall visual sensitivity is also concluded to be 'medium' harm to change arising from new employment development.
- 5.34. In order to further investigate and assess the potential landscape and visual impacts which may arise from the development of this site, SEGRO's landscape consultant (FPCR) have prepared a Landscape and Visual Appraisal (LVA). The LVA describes and evaluates the landscape and visual amenity of the site and its surroundings. It reviews the existing baseline conditions and published landscape character and sensitivity assessments and other relevant landscape studies, considers the potential of the site to accommodate future development, considers the likely nature of landscape and visual change and effects arising from proposed development, and outlines landscape design and mitigation measures that should be considered

as part of a future development strategy for the site. These mitigation measures and design principles have already been embedded in to the design strategy to inform the Illustrative Masterplan as per the submitted Vision Document.

- 5.35. As part of the FPCR LVA, an appraisal of the landscape value of the site and its immediate context has been undertaken in accordance with the relevant guidance and this indicates that it is a landscape of 'Medium Landscape Value'. Whilst this is not an assessment of the sensitivity of the landscape to new employment development, this landscape value assessment generally aligns with the 'Medium' or 'Moderate Landscape Sensitivity' judgements of the County and District wide Landscape Studies. It is also assessed that this landscape is not a 'valued landscape' in the terms of NPPF, paragraph 180a.
- 5.36. In respect of visual impact, there will be other views towards the proposed development generally from receptors (properties, PROW and roads) across the landscape, principally to the south and west of the site. These will include from other settlement areas, scattered farming and other properties and from stretches of PROW, the M1 and A42 roads and other roads and lanes. Most of the more distant visual receptors are relatively elevated and the existing views towards the site are generally varied and expansive, with existing developments at East Midlands Airport and EMG1 also visible in many of these views the overall existing visibility of the site is generally concentrated to the south, south west and west, with visibility from the north, north west and north east notably more restricted.
- 5.37. With further careful attention to landscape and visual matters as the development proposals evolve, it has been assessed that the site does have the capacity in these terms to accommodate future employment development. In landscape and visual terms, there will inevitably be some adverse effects that will arise as a result of the proposed development, yet these will be predominantly localised and are capable of being substantially mitigated as part of the proposed development.
- 5.38. The site therefore is considered to have the landscape and visual capacity to accommodate future employment development as long as it is delivered with a robust landscape framework as proposed with mitigation mounding and careful attention to the design of the future buildings and associated infrastructure.

## ***Ecology***

- 5.39. An Ecology Position Statement has been prepared by FPCR which provides an overview of the surveys and assessment work done to date including likely mitigation measures and predicted outcomes.
- 5.40. The FPCR statement identifies that there are no statutory designated national sites of conservation importance on the site itself or within 2km of the site. The only features of note are an on-site pond which has been identified as a historic Potential Local Wildlife Site (pLWS), and Ash Trees and land to the south of Donnington Park Services M1 J23A which have been identified as Candidate LWSs.
- 5.41. In line with Paragraph 3(e) of the draft policy, assessments have already been undertaken in respect of Great Crested Newt (GCN) and other protected species and no insurmountable issues were identified. As part of the grant of any planning application, the site will register and comply with a Natural England GCN district-level licence which will ensure that adequate and appropriate mitigation is provided.
- 5.42. As part of the proposals all boundary trees and hedgerows will be retained where feasible and enhanced through the planting of native shrub and trees to improve their structure as wildlife habitats and corridors. These retained habitats will also benefit from sympathetic management to maximise their biodiversity value.
- 5.43. In respect of biodiversity net gain, based on the current site masterplan proposals, the development of the site may have the ability to deliver an overall net gain on-site, comprising a net gain in relation to habitats, hedgerows and ditches, in accordance with the requirements of national and local policy and the Environment Act 2021. This will be achieved through embedded mitigation proposed within the scheme which has informed the design proposals, including but not limited to:
- Habitat creation and enhancement as part of the SuDs scheme which will provide green corridors across the site.
  - Native broad-leaved woodland belts with woodland edge and scrub mixes will be created alongside scattered native urban trees, species-rich hedgerows and mixed grassland habitats, such as species-rich grassland and amenity grassland, which all also serve for landscaping and visual screening purposes.
  - A significant habitat creation area at the west of the site, within the proposed community park landscape area, will buffer adjoining habitats, particularly the Diseworth Brook tributary, and enhance

connectivity between offsite woodland areas, to the north, west and south.

- Retention and enhancement of an east-west green corridor across the site following Hyam's Lane.

5.44. In the event that the scheme is unable to deliver BNG fully on-site, a package of suitable offsite compensation will be secured in accordance with National BNG legislation and guidance. These measures would be agreed with the LPA post consent within the scheme's Net Gain Plan.

5.45. The FPCR Position Statement demonstrates that with the considerate design proposals embedded with mitigation through habitat creation and enhancement of existing ecological features, the development of this site would not give rise to any significant impacts on ecology.

### ***Flood Risk and Drainage***

5.46. A Flood Risk and Drainage Position Statement has been prepared by SEGRO's drainage engineers (BWB) which provides an overview of the surveys and assessment work done to date including likely mitigation measures and predicted outcomes.

5.47. The BWB Statement confirms that the site is located entirely within Flood Zone 1, this is land at a low probability of flooding from rivers and the sea. It has been noted that Diseworth has experienced numerous recent flood events, which has prompted Leicestershire County Council (LCC) to commission the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study, with an accompanying Integrated Catchment Model.

5.48. The LCC detailed hydraulic model confirms that the fluvial floodplain largely remains within the channel past the site and it also identifies that public sewer and the neighbouring East Midlands Airport's drainage infrastructure do not pose a flood risk at the site. The model indicates that there is the potential for surface water overland flow pathways to form over the site, however these are generally relatively shallow and are a product of runoff from within the site itself rather than from off-site on third-party land elsewhere.

5.49. The minor flood risk posed by the shallow surface water runoff will be addressed through the implementation of a surface water drainage strategy. The drainage strategy will be designed to intercept and store rainwater falling on the proposed development, before discharging it to the local watercourse at the equivalent annual average runoff rate. In a typical rainfall event, this will mimic the existing runoff rate from the site, but in larger storm events this will represent a reduction in runoff, thereby providing a reduction in downstream flood risk.

- 5.50. Additionally, the drainage strategy seeks to direct all surface water from the development to a minor watercourse located in the southern-eastern corner of the site, this means that all surface water runoff from the development will be discharged downstream of the village of Diseworth and therefore be providing a betterment of the existing flood risk situation. This approach has been verified within the Long Whatton and Diseworth hydraulic model.
- 5.51. In conclusion, it is clear from the BWB statement that the site can be allocated without the risk of any significant flooding issues. Moreover, the development could offer a degree of betterment to flood risk in the wider catchment area due to the proposed management of surface water runoff discharging from the site. Any forthcoming planning application can support this by way of the submission of a Flood Risk Assessment and Drainage Strategy in line with Paragraph 3(f) of the draft policy.

### ***Residential Amenity***

- 5.52. SEGRO recognises that safeguarding residential amenity is a critical component of any development proposal. The scope of mitigating any potential impacts can, and will be, embedded in to the design strategy for the development of this site. These could include:
- Visual Impact – Significant swathes of landscape planting along the western site boundary with mounding will help reduce the visibility of any proposed buildings, in particular, the total screening of servicing yards, car parks and the lower parts of the proposed buildings. The mounds and landscape planting will allow only filtered views of parts of the roofscape and upper parts of the built form. The proposed mounds will also be designed to ensure the nearby residential properties have no loss of light or suffer overlooking. Appropriate building design can be incorporated to soften the appearance of the proposed buildings as well as ensuring that the smaller units, with lower ridge heights, are located towards the west of the site.
  - Noise – The proposing mounding will also serve as noise attenuation. In addition to this, acoustic barriers on building plots and the careful orientation of buildings will be used to mitigate noise breakout from service yards. A full Noise Impact Assessment will be submitted as part of any planning application to assess the potential impacts. In operation, if required, an effective site management plan can be implemented to further reduce the potential noise disturbance to local residents.
  - Air Quality – It is noted that the site does not fall in to an Air Quality Management Area. Any application will be supported by an Air Quality

Impact Assessment which can also include a detailed road traffic emissions assessment to consider the impact of the development-generated road traffic on local air quality at identified existing receptor locations. In respect of the construction stage, a Construction Management Plan can be implemented, which will include details to minimise the impact of construction phase dust emissions.

- Flood Risk – Given recent flood events experienced by Diseworth, as set out above, the flood risk and drainage strategy would offer a degree of betterment to flood risk in the wider catchment area due to the proposed management of surface water runoff discharging from the site and directing runoff away from Diseworth.

5.53. The above demonstrates that SEGRO has already considered residential amenity issues which have in turn informed the design principles and strategy for the development of this site. The above details how residential amenity impacts can be suitably mitigated and addressed to ensure there are no significant impacts from the proposed development of this site.

#### ***Safeguarding East Midlands Airport***

5.54. SEGRO has recent and significant experience of developing in close proximity to the airport, namely at East Midlands Gateway to the north of the airport. SEGRO is familiar with the process of consulting with the Airport safeguarding team and will continue to do so as part of any future proposals south of the Airport.

5.55. The development of this site is therefore not expected to have any adverse impacts upon the safe and efficient operation of East Midlands Airport.

## 6. Summary and Conclusions

- 6.1. These representations have been prepared on behalf of SEGRO and provide a response to the North West Leicestershire's Regulation 18 Draft Local Plan.
- 6.2. SEGRO's principal interest relates to a proposed strategic employment allocation on Land south of East Midlands Airport. SEGRO is promoting this site as a second phase of its highly successful East Midlands Gateway (EMG1) development which is located to the north of the Airport. The development would be known as East Midlands Gateway Phase 2 (EMG2).
- 6.3. SEGRO fully supports the identification of the EMG2 site within the consultation document as one of the potential locations to meet large scale employment requirements. Such a proposal will build upon the huge success of the existing EMG1 and will help support economic growth, and help North West Leicestershire and the region meet its employment land requirements.
- 6.4. The proposal will take advantage of a combination of factors which together represent a truly unique opportunity to provide a very significant contribution to the local, regional and national economy. These factors being:
  - the designation of the site within the East Midlands Freeport, with the attendant benefits Freeport status brings to the development and the region;
  - the proximity to East Midlands Airport, being the second largest freight airport in the country;
  - the proximity to SEGRO's flagship EMG1, and its intermodal rail freight terminal;
  - the synergy with the social and physical infrastructure of EMG1;
  - the location of the site within the 'Leicestershire International Gateway', as identified in the Leicester and Leicestershire Strategic Growth Plan;
  - the site is located within the majority of the Key Areas of Opportunity identified within the Leicester and Leicestershire Strategic Distribution Study (GL Hearn, 2021);
  - the proximity of the site to the East Midland Investment Zone and the potential for further cumulative economic benefits;
  - the involvement of a leading and experienced owner, funder, manager and developer of modern logistics and industrial parks;
  - SEGRO's commitment to deliver development which is Net Zero in construction, and the potential for occupiers to deliver Net Zero facilities in operation.

- 6.5. In addition to the above, it should be noted that SEGRO recently submitted an application for a direction from the Secretary of State under Section 35(1) of the Planning Act 2008 to formally request that the Secretary of State directs EMG2 to be treated as development of national significance for which development consent is required. As part of this process, in February 2024 the Secretary of State confirmed that EMG2 is of national significance and as such, directed that the proposed development is to be treated as development for which development consent is required.
- 6.6. SEGRO would like to work with all local stakeholders to realise the potential and unique opportunity that the EMG2 proposal brings.
- 6.7. Key aspects of the proposed EMG2 development are:
- Approx. 60 ha of employment land (net) with the ability to accommodate some 279,000 sq.m (3 million sq.ft) of the highest quality logistics and manufacturing space;
  - A 28 ha (70 acre) Community Park;
  - Some £310 million of direct capital investment, representing a total economic output of over £900 million arising from the construction stage alone;
  - £250 million GVA annually;
  - Retained business rates of £298 million;
  - Over 4,000 direct jobs; plus potentially 5,500 jobs created indirectly through the supply chain multiplier effect across the region; and
  - Net Zero in construction, and the ability for occupiers to be Net Zero in operation.
- 6.8. A summary of the key responses in relation to the published consultation documents are as follows:

***Proposed Policies Consultation***

- SEGRO is supportive of the overall vision and development strategy of the draft plan in principle.
- SEGRO supports the Councils proposals to accommodate 50% of the outstanding road-served strategic warehousing requirement of the Leicester and Leicestershire area to be met in North West Leicestershire.
- SEGRO disputes the quantum of land that is suggested as being needed and consider in any event, this should be expressed as a minimum. Evidence prepared by Savills suggests the strategic



employment land requirement should be almost double the current estimate.

- SEGRO supports the Council's approach to its housing strategy and the importance and significance that is placed on the need to achieve a better balance between jobs and homes in view of the existing and projected strength of the district's economy. SEGRO agrees with the significant emphasis that is placed on the East Midlands Freeport in respect of the projected impact on the local and regional economy.
- SEGRO generally supports the findings of the 'Implications of East Midlands Freeport on Housing Need in NW Leicestershire' study in principle. However, SEGRO considers that the report under-estimates the potential job creation of SEGRO's proposed EMG2 development on Land south of the Airport which is considered to be 4,000, rather than the current suggestion of 3,078.
- SEGRO strongly supports the Council's objective to reduce carbon emissions. The proposed EMG2 development will deliver on these objectives in the following regards:
  - Net zero carbon in construction and with the ability for occupiers to be net zero in operation. SEGRO is an industry leader in providing sustainable buildings.
  - All buildings will achieve A+ EPC rating and a target BREEAM 'Outstanding' rating as part of the base build specification.
  - Proximity for occupiers to the rail freight terminal at East Midlands Gateway and the air freight facilities at East Midlands Airport.
  - Provision of EV charging infrastructure, site-wide above minimum requirements set by policy.
  - Provision of solar PVs on roofs.
  - Provision of a significant new Community Park, landscaping and habitat creation as an integral part to the development.
- SEGRO objects to the principle of the inclusion of a draft policy for Health Impact Assessments. This is an unnecessary additional assessment as the information required to assess such impacts is already readily available and accessible via the usual technical information submitted in support of a major planning application.
- SEGRO supports the inclusion and principle of draft policy Ec4, which broadly reflects Policy Ec2 within the adopted Local Plan. However, the current wording of this policy is restrictive and onerous as it requires an

end user to be identified. SEGRO has proposed amendments to the wording of this draft policy to make it compliant with the NPPF.

- SEGRO supports the inclusion of EMG1 as an Existing Employment Area within draft policy Ec5.
- SEGRO supports the inclusion of a new draft policy in order to provide and secure local employment opportunities for local people. This is intrinsically aligned with the Responsible SEGRO Framework.

### ***Proposed Site Allocations Consultation***

- SEGRO fully supports and welcomes the identification of Land south of the Airport (Site EMP90) to meet strategic employment requirements. The proposal will build upon the success of SEGRO's flagship East Midlands Gateway and represents an outstanding and truly unique opportunity to assist North West Leicestershire with its employment land needs as well as realising the objectives of the Government's Freeport designation.
- SEGRO has submitted a suite of supporting technical information and position statements in order to assist the Council assess various technical planning considerations identified in the Consultation Document, namely; traffic and transport, heritage, landscape and visual impacts, ecology and flooding/drainage. This documentation provides clear evidence to confirm that through good design and mitigation the proposals can be delivered without any overall major adverse residual impacts on the key planning issues identified.
- SEGRO objects to the location of the landscaping belt shown on page 81 of the Consultation Document. It is considered that landscape screening should be wider, but along a more westerly alignment rather than as currently shown on the draft inset plan. Further details of the landscape mitigation are set out in the Vision Document, Landscape and Visual Appraisal and the Proposed Landscaping Mitigation Plan at Appendix 3 of this Statement.
- SEGRO objects to the proposed wording contained at 3(c) of the draft Policy. The requirement to demonstrate no harmful impact is not NPPF-compliant. SEGRO has proposed amendments to the wording of this draft policy.

### ***Proposed Amendments to Draft Local Plan***

- 6.9. In order to address SEGRO's concerns, we therefore respectfully request the following amendments be made to the draft Local Plan as it progresses towards the Regulation 19 version.

### **Draft Policy AP6 (Health Impact Assessments)**

This proposed policy should not be included in the plan.

### **Draft Policy Ec4 (Employment Uses on Unidentified Sites)**

This policy should be amended to read as follows:

*“(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside of the Limits to Development will be supported where the following criteria are met:*

*(a) It is demonstrated to the satisfaction of the Council that there is;*

*(i) an immediate requirement for the employment land of the type proposed in North West Leicestershire; ~~and or~~*

*(ii) ~~either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set out in NPPF paragraph 82b 86d (or its replacement), namely it is to accommodate needs not anticipated in this Plan, it is to allow for new and flexible working practices or it is needed because of changes in economic circumstances”.~~*

### **EMP90 (part)**

In respect of Land South of East Midlands Airport (EMP90(part)), the extent of the proposed landscaping indicatively shown on page 81 of the Proposed Allocations Consultation Document should be amended as per the plan attached at Appendix 3 of this Statement.

The requirement relating to heritage impacts at Paragraph 3(c) of Land South of East Midlands Airport (EMP90(part)), should be amended to read as follows:

*“The development of this site will not lead to substantial harm to (or total loss of significance of) the Diseworth Conservation Area or its setting”*

### **Evidence Base**

SEGRO disputes the quantum of strategic employment land that is suggested as being needed in the evidence base report entitled ‘*Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change*’ (April 2021) authored by GL Hearn study.’ This evidence should be reviewed in light of the evidence produced by Savills.

SEGRO disputes the jobs forecast from Proposal EMP90 contained in the evidence base report entitled '*Implications of East Midlands Freeport on Housing Need in NW Leicestershire*' dated November 2022 and authored by ICENI. This evidence should be reviewed in light of the evidence produced in these representations.

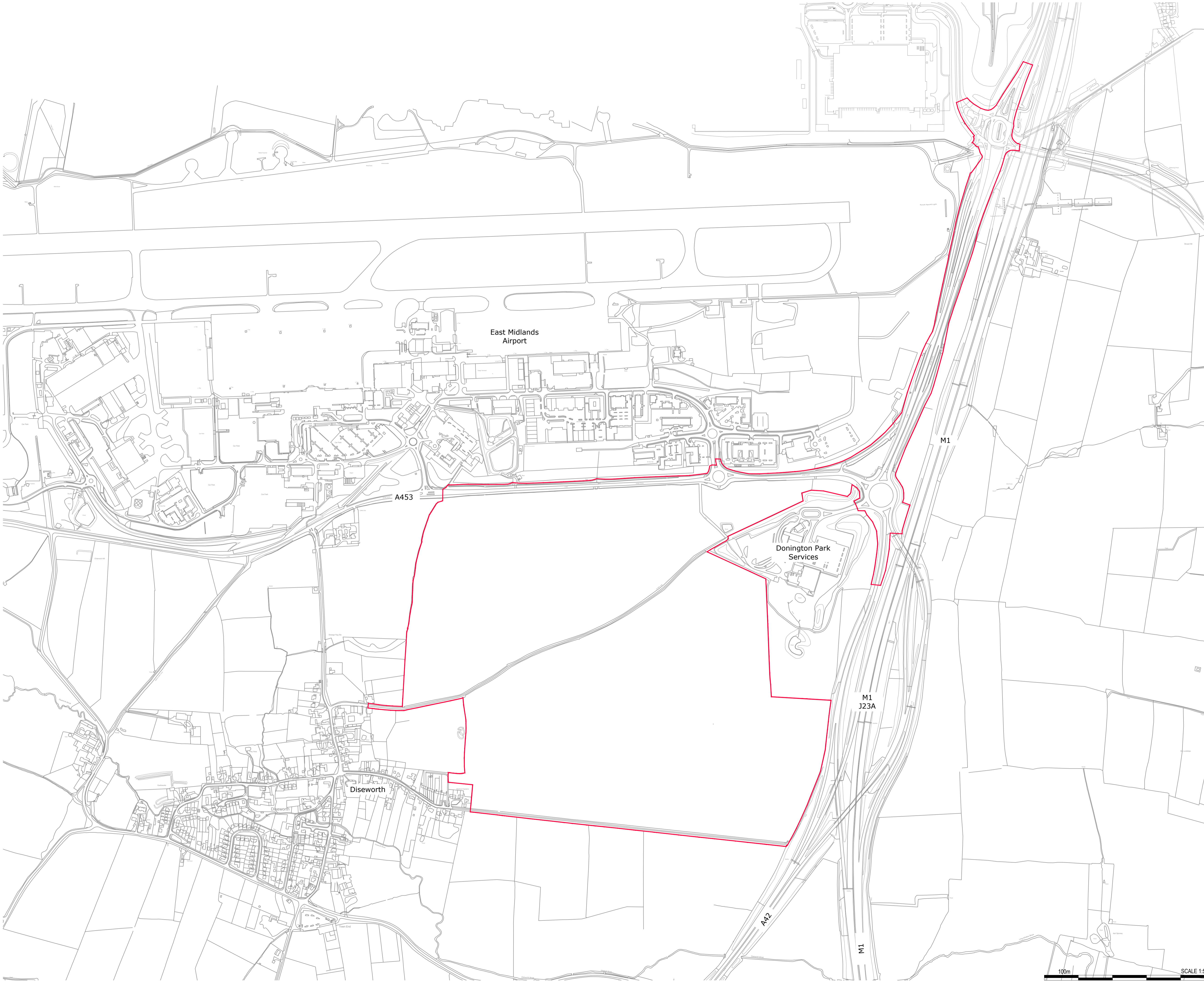
# **Appendix 1 – East Midlands Gateway 2 – Site Context Plan**

- Dimensions are in millimeters, unless stated otherwise.  
- Scaling of this drawing is not recommended.  
- It is the recipient's responsibility to print this document to the correct scale.  
- All relevant drawings and specifications should be read in conjunction with this drawing.



**Key**

 Application Boundary 292.89 ac 118.53 ha



rev	amendments	by	ckd	date
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**East Midlands Gateway,  
Phase 2**  
Indicative Site Location Plan



Newark Beacon Innovation Centre, Cafferata Way, Newark, Nottinghamshire NG24 2TN  
t: +44 (0)1636 653027 f: +44 (0)1636 653010 e: info@umcarchitects.com

Drawing Status:	Feasibility
Drawn / Checked:	SM / MS
Date:	12/01/2024
Scale:	1:5000 A1
Drawing no:	Revision:
19232 F0052	P02

## **Appendix 2 – Illustrative Layout Plan**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



- Key**
- Application Boundary 259.08 ac 104.85 ha
  - Strategic Landscape Proposals
  - Existing Vegetation Retained
  - Existing Tree Retained
  - ✘ Existing Telecoms Mast
  - Existing Public Right of Way / Footpath
  - Proposed footpath
  - ~ Indicative Gradient
  - Indicative location of proposed SUD's within open land/landscaping
  - Existing Pond
  - ✕ Proposed Bus stop
  - Cycle Hire virtual Docking Station
  - Existing Foul water easement [5m easement either side]
  - Existing Overhead HV cables [3m easement either side]

**Schedule of Accomodation** **Plot Areas**

Unit	Area (sq ft)	Area (sq m)	Area (ac)	Area (ha)
Unit 1 Total	880,000	81,755	39.01	15.79
Unit 2 Total	265,000	24,619	11.86	4.80
Unit 3a Total	350,000	32,516	14.95	6.05
Unit 3b Total	225,000	20,903	10.70	4.33
Unit 4a Total	240,000	22,297	10.85	4.39
Unit 4b Total	145,000	13,471	7.85	3.18
Unit 5a Total	350,000	32,516	16.00	6.48
Unit 5b Total	230,000	21,368	11.75	4.75
Unit 6a Total	240,000	22,297	12.71	5.15
Unit 6b Total	100,000	9,290	5.12	2.07
Unit 7 Total	30,000	2,787	1.98	0.80
<b>Grand Total</b>	<b>3,055,000</b>	<b>283,819</b>	<b>142.79</b>	<b>57.78</b>
Pumping & Sub Station	TBC	TBC	0.61	0.25



**DRAFT**

rev amendments by ckd date  
**East Midlands Gateway,  
 Phase 2  
 Illustrative Masterplan**

**SEGRO**

**umc architects**

Newark Beacon Innovation Centre, Caferstra Way, Newark, Nottinghamshire NG24 2TN  
 t +44 (0)1636 653027 f +44 (0)1636 653010 e info@umcarchitects.com

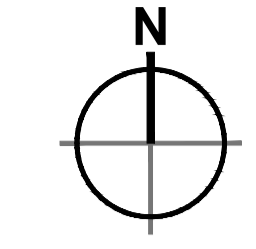
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Drawn / Checked:	DF / MS
Date:	17/11/2022
Scale:	1:2500 A1
Drawing no:	Revision:
19232 F0037	M

50m SCALE 1:2500

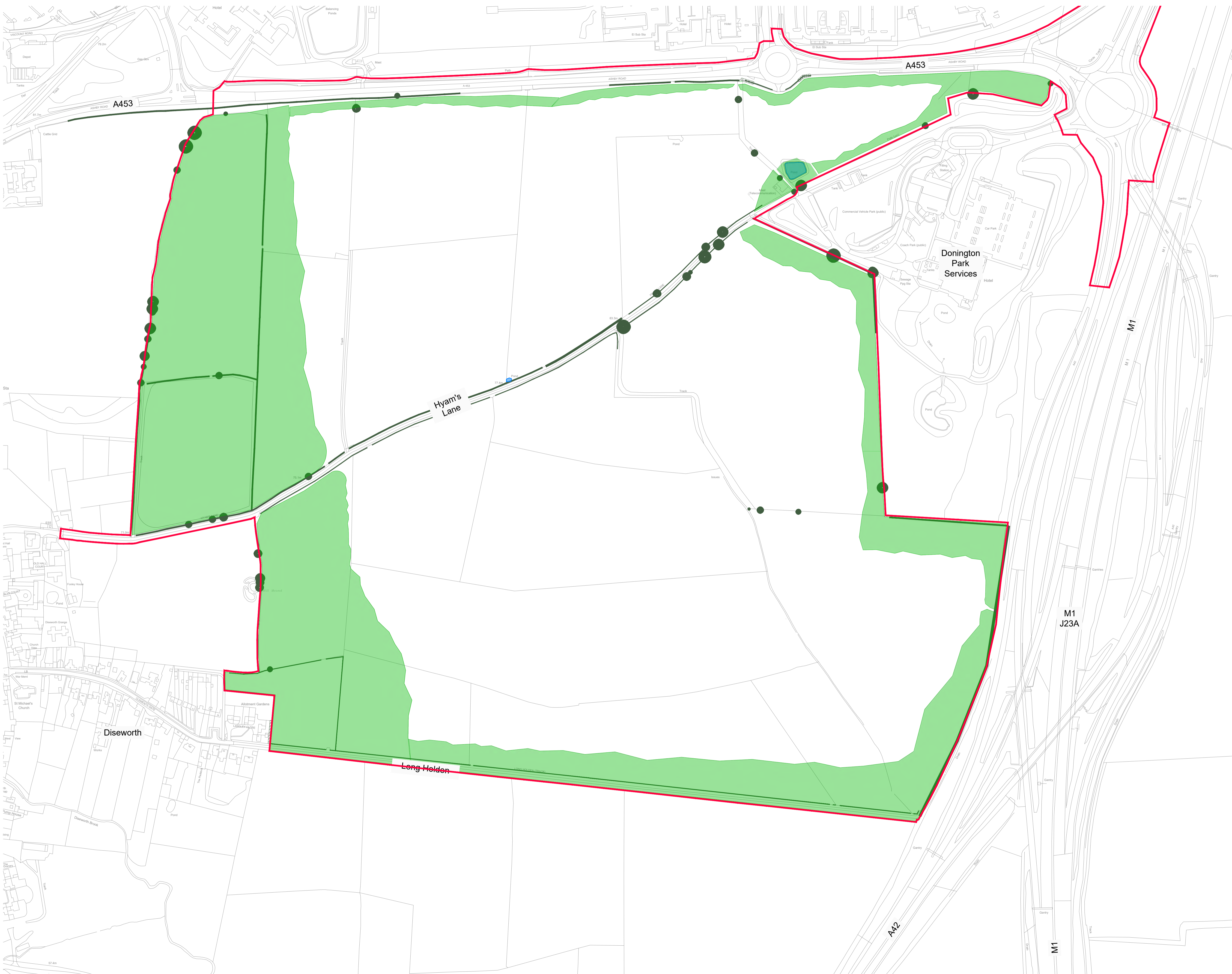


**Appendix 3 – Proposed Landscaping Mitigation Plan  
for EMP90**

- Dimensions are in millimeters, unless stated otherwise.  
 - Scaling of this drawing is not recommended.  
 - It is the recipient's responsibility to print this document to the correct scale.  
 - All relevant drawings and specifications should be read in conjunction with this drawing.



- Key**
- Application Boundary
  - Existing Tree Retained
  - Existing Pond
  - Landscaping



rev	amendments	by	ckd	date
East Midlands Gateway, Phase 2 Proposed Landscaping Mitigation Plan				



Newark Beacon Innovation Centre, Cafferata Way, Newark, Nottinghamshire NG24 2TN  
 t: +44 (0)1636 653027 f: +44 (0)1636 653010 e: info@umcarchitects.com

Drawing Status:	Feasibility
Drawn / Checked:	SM / MS
Date:	04/03/2024
Scale:	1:2500 A1
Drawing no:	Revision:
19232 F0054	E



SEGRO PLC

**East Midlands Gateway 2, Land South of East Midlands Airport**

**Summary Note: Ecology**

March 2024

**FPCR Environment and Design Ltd**

Registered Office: Lockington Hall, Lockington, Derby DE74 2RH

Company No. 07128076. [T] 01509 672772 [E] [mail@fpcr.co.uk](mailto:mail@fpcr.co.uk) [W] [www.fpcr.co.uk](http://www.fpcr.co.uk)

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Rev	Issue Status	Prepared / Date	Approved / Date
-	Draft	OJB / 16.02.24	SJA / 23.02.24
A	Final	OJB / 06.03.24	SJA / 07.03.24
B	Final	OJB / 08.03.24	

**CONTENTS**

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2.0 DESIGNATED SITES ..... 3

3.0 PROTECTED SPECIES ..... 4

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5.0 BIODIVERSITY NET GAIN..... 7

**Figures**

Figure 1: Designated Sites Plan

Figure 2: Phase 1 Baseline Habitat Plan

## 1.0 NON-TECHNICAL SUMMARY

- 1.1 The following summary note has been prepared by FPCR Environment & Design Ltd. on behalf of SEGRO PLC. It outlines the ecology work undertaken to date to support representations to the Draft Local Plan Consultation dated February 2024, and includes an overview of the habitats and protected species surveys, a summary assessment of their value and potential impacts arising from the proposed development, and commentary on the approach to biodiversity net gain outcome within the scheme.
- 1.2 No statutory designated sites of international importance, or the Impact Risk Zones (IRZs) thereof were identified within 10km of the Site. No statutory designated sites were identified within the 2km search radius though the IRZs of Donington Park SSSI, Lockington Marshes SSSI, and Oakley Wood SSSI do overlap this search distance and Natural England should be consulted should the expected wastewater discharge exceed the threshold stated.
- 1.3 A total of 23 non-statutory sites were identified within 1km of the site boundary. One historic pLWS site falls within the Site though update survey found it no longer met the necessary criteria for consideration. Two cLWSs adjacent to the eastern boundary could be impacted during construction though this can be mitigated with the implementation of best practice site protocols to be detailed in a CEMP once planning consent is granted. The remaining sites are considered to be sufficiently distant from the proposed Site to be deemed at risk from any adverse impacts.
- 1.4 Great crested newts are known to be present in the local area. Mitigation for this species has been assessed and the scheme entered into the Natural England district level licence operated in this LPA.
- 1.5 The transects and static recorders found bat activity levels to be generally low across the Site throughout the year and to comprise predominantly abundant and widespread species. One roost of a single bat was recorded within a tree during surveys. The proposed development of the Site is therefore not considered to represent a significant adverse impact on bats.
- 1.6 The breeding and wintering bird assemblages within the Site were dominated by common and widespread generalists.
- 1.7 Ecological surveys did not identify the presence of any badgers, reptiles, or protected riparian mammals within the Site (a main badger sett is located close to the site boundary) and thus these features are not considered to be negatively affected by the proposed development of the Site.
- 1.8 The individual trees, standing water, running water, and hedgerows were all assessed of being of local conservation importance, whilst the scrub, grassland, ruderal vegetation, and arable fields were all deemed of negligible conservation significance. The nature conservation statuses of the various habitats were assessed as all being between No and Local importance only.
- 1.9 A preliminary biodiversity net gain assessment undertaken by FPCR in 2023 demonstrated that the scheme may be able to deliver the necessary biodiversity net gains improvements within the allocation site boundary. Any shortfall which may be encountered during the detailed design stage will be dealt with through offsite compensation in accordance with BNG legislation and guidelines.
- 1.10 Based on the ecology work undertaken to date, no significant residual impacts are anticipated on either important habitats nor protected species and therefore it is considered that there are no overriding ecological constraints which would prevent the allocation of the Site.

## 2.0 INTRODUCTION

- 2.1 The Site is bounded to the east by the A42 and M1 and the A453 along the northern boundary (central OS grid reference: SK 461 249). Surrounding land-use is dominated variously by grassland and arable field compartments bordered by hedgerows and scattered mature trees, with Diseworth village to the south-west of the Site.
- 2.2 The Site, approximately 105ha in size, is dominated by arable field compartments bounded by hedgerows, with one improved grassland, one semi-improved grassland field compartment and areas standing water in the form of small ponds also present. The A453 and its associated grassy verges formed the northern extent of the Site.
- 2.3 The zone of influence (referred to as the study area) for the assessment (the area within which ecological features may be affected) was determined with reference to important ecological features on or around the Site including designated sites, the extent and nature of project activities liable to give rise to potentially significant impacts, any incidence of mobile or migratory species, seasonality of ecological features, and ecosystem functioning including interdependencies between ecological features.
- 2.4 The search area for biodiversity information was related to the significance of the site, species and potential zones of influence, as follows:
- 10km around the application area for sites of international importance (e.g. Special Area of Conservation (SAC), Special Protection Area (SPA), Ramsar);
  - 2km around the application area for sites of National or Regional importance (e.g. Sites of Special Scientific Interest (SSSI)); and
  - 1km around the Application Site for sites of County or Local importance (e.g. Local Wildlife Sites (LWS) or Local Nature Reserves (LNR)) and species records (e.g. Statutory Protected, Species of Principal Importance as listed on S41 of the Natural Environment & Rural Communities (NERC) Act 2006, Leicester, Leicestershire and Rutland Biodiversity Action Plan (LLRBAP) or notable species (e.g. Red Data Book (RDB) Species).

## 3.0 DESIGNATED SITES

### Statutory Sites

- 3.1 No statutory sites of international conservation importance are located within 10km of the Application Site's boundary.

No nationally designated sites of nature conservation interest were identified within 2km of the Site boundary. The Site falls within the outer Impact Risk Zone (IRZ) of Donnington Park SSSI, Lockington Marshes SSSI and Oakley Wood SSSI.

### Non-statutory Sites

- 3.2 Consultation with the Leicestershire and Rutland Environmental Records Centre (LRERC) identified 23 sites of local conservation importance within 1km of the Site as shown in Figure 1.
- 3.3 Three classifications of LWS were reported within 1km of the Application Site. These were:

- Candidate LWS are sites that meet the criteria for designation. Their status has not been formally agreed with landowner.
  - Potential LWS are sites where LRERC has recent evidence that they are likely to meet the LWS criteria, but further survey is needed to confirm this.
  - Potential (Historic) LWS are sites that have not been recently surveyed to check their modern status. These sites were designated during the late 1980s/early 1990s, based on comprehensive habitat surveys.
- 3.4 A total of 23 non-statutory designated sites (11 candidate LWS, 2 pLWS, and 10 pLWS (historic)) were identified within 1km of the Site. Pond P3 is an on-site historic pLWS – though re-survey showed this pond to no longer meet current LWS selection criteria in the county, and Diseworth Donnington Park Services M1 J23A, Ash Trees and M1 J23A Donnington Park Services Grassland and Scrub are Candidate LWSs located adjacent to the eastern site boundary. Given the location of these sites, there is potential for adverse impacts during construction, such as from dust pollution, hydrological change, and accidental pollution. Precautionary mitigation will be implemented to avoid potential indirect impacts arising as a result of construction activities, including best practice site protocols with regards to potential hydrological impacts, the safe storage of site materials, avoidance of accidental pollution / contamination incidents and dust pollution as detailed in a Construction Environmental Management Plan (CEMP) once planning permission is granted.
- 3.5 The remaining sites are considered to be sufficiently distant from the proposed Site, and it is therefore considered that these are unlikely to be impacted by the construction phase. Given the provision of green infrastructure onsite and nature of the development, it is unlikely that the LWS' will be subject to additional visitor pressures once the development is operational.

#### **4.0 PROTECTED SPECIES**

- 4.1 To assess the potential impact of the proposed development on several protected species groups known to be present, or deemed potentially to be so, at the Site, additional survey work or other compensatory measures have been undertaken as detailed below.

##### **Amphibians**

- 4.2 The Site falls within an area covered by a Natural England-led district level licensing (DLL) scheme for mitigating for development proposals that affect great crested newts *Triturus cristatus*. The Site is covered by a DLL Amber Zone where a population of great crested newts is known and have suitable terrestrial and aquatic habitats and dispersal corridors, but where these features are not sufficiently abundant as to represent populations of regional, national, or international significance. Within Amber Zones all types of development can address the impact on great crested newts via joining a DLL scheme.
- 4.3 The development has entered into the Natural England DLL scheme (DLL-ENQ-LEIC-00056) which assumes a worst-case scenario in terms of impacts whereby all of the on-site ponds are destroyed or otherwise rendered unsuitable for great crested newts with compensation to be provided in relation to the number of on-site ponds lost and a proportional consideration to those within 250m of the site boundary which could be impacted. The DLL agreement makes provision for the creation of 8.14 compensatory ponds and the corresponding countersigned IACPC form



has been accepted such that the first two steps in the DLL process have been completed with the further steps, culminating in the issuing of the necessary licence from Natural England, to accompany the full planning application for the scheme.

### **Badgers**

- 4.4 The site was surveyed to determine the presence/absence of setts, latrines, pathways, and evidence of foraging within the Site.
- 4.5 An offsite sett (S1) was identified within 30m of the site boundary which was assessed as being a well-used main sett. Evidence of foraging and mammal runs were also noted in the immediate vicinity of S1. No other evidence of badger use was noted within the site or within 30 m of the site boundary.
- 4.6 The location of the badger sett identified in the completed assessment is unlikely to pose an ecological constraint to the proposed development as it is located off-site to the west at a distance of approximately 5m from the site boundary. Suitable working measures or a licence from Natural England will be put in place to buffer this sett from impacts.

### **Bats**

#### **Tree Surveys**

- 4.7 Tree assessments were undertaken from ground level, with Potential Roosting Features (PRFs) for bats noted to inform further survey work.
- 4.8 A total of 41 trees across the site were identified as providing roosting potential for bats during the ground-based assessment, following the aerial assessments 6 trees were downgraded to negligible potential, leaving 35 trees with bat roost potential.
- 4.9 Nocturnal dusk emergence and dawn re-entry surveys were completed on the remaining trees likely to be impacted by the development. During these surveys a single common pipistrelle roost was identified.

#### **Activity Surveys**

- 4.10 Walked transect surveys were completed and covered all areas of the Site to identify activity levels around the features of potential value to bats that are to be most affected by proposals such as hedgerows, tree lines, dense scrub etc.
- 4.11 Static passive recording broadband detectors were also deployed on site to supplement the manual transect surveys.
- 4.12 The transects found bat activity levels to be generally low across the Site throughout the year. The highest activity levels were recorded during summer months. Activity was associated with hedgerows throughout the site, with no recordings of bats utilising field compartments. Most bats were utilising the site for commuting, with relatively low foraging levels recorded.
- 4.13 Static detectors located around the Site recorded a relatively low number of registrations considering the number of detectors deployed over the survey period and the size of the Site. With an average of 98 registrations per night per static detector unit across the 210 nights of deployment, the Site is not considered to be of high value for bat foraging activity.

**Birds**

- 4.14 An extended two visit scoping Wintering Bird Survey was conducted in January and February 2022 with a subsequent full Breeding Bird Survey undertaken between April and June 2022 inclusive.
- 4.15 The wintering bird assemblages within the Site were typical of those habitats in the region comprising largely common and widespread generalist species. The wintering assemblages associated with the arable land and the hedges, scrub, and trees were considered of Local nature conservation importance while those of the grassland, bare ground and waterbodies were considered of Site, Negligible, and No nature conservation importance respectively.
- 4.16 The breeding bird assemblages within the Site were similarly dominated by common and widespread generalists. The nature conservation status of the habitats was largely the same as for wintering birds with arable land and hedges, scrub, and trees being of Local importance, the grassland being of Site importance, and the bare ground and waterbodies being of No importance.

**Reptiles**

- 4.17 A reptile presence/absence survey was undertaken at specific locations offering potential habitat within the application site boundary. The survey was undertaken based on methodology detailed in the Herpetofauna Workers Manual (Gent and Gibson, 1998) and the Froglife Advice Sheet 10 - Reptile Survey (Froglife 1999). Artificial refugia were placed within the survey area amongst habitats considered most suitable for reptiles to confirm presence/absence.
- 4.18 During the course of the surveys no reptiles were recorded on any occasion, with all surveys completed during suitable weather conditions in April, May and September 2022. Furthermore, desk study results indicated a lack of records in the local area. It is therefore considered that reptiles do not pose a constraint to the proposals at this Site.

**Mammals**

- 4.19 An assessment of water vole and otter habitat suitability was undertaken as part of the Extended Phase 1 habitat survey of the site on 24th February 2022. This confirmed that potentially suitable aquatic and terrestrial habitat were present both within the application area and directly adjacent to it.
- 4.20 A single ditch was present on the Site, running along field margins in the eastern half of the Site and exiting via the south-eastern corner. This was categorised as a ditch (D1) and measured 0.562km in length. A tributary of Diseworth Brook runs offsite, adjacent to part of the western site boundary.
- 4.21 Two separate presence/absence surveys were undertaken in accordance with the Water Vole Mitigation Handbook 2016 and involved the identification of evidence of water vole activity along the watercourses and within 5m of the bank on each side of the channel. Furthermore, water vole monitoring stations in the form of floating platforms were deployed along ditch D1. During the two water vole surveys, signs of otter activity were also searched for to determine presence/absence and status of otters which may be using the Site.
- 4.22 No evidence to confirm the presence of water vole or otter was recorded during either of the two surveys. Given that no water vole or otter were recorded during the surveys, as well as the lack of

any records within the site or 1km of the site boundary, water vole and otters and not considered to be present on site and therefore do not pose a constraint to the removal of this watercourse.

## 5.0 HABITATS

- 5.1 Survey methods followed the extended Phase 1 Survey (JNCC, 2010) technique and UKHAB BNG assessment process including condition assessment in accordance with the relevant BNG guidelines. This involved a systematic walk over of the Site to classify the broad habitat types and identify any Habitats of Principal Importance (HPI) for the conservation of biodiversity as listed within Section 41 (S41) of the Natural Environment and Rural Communities (NERC) Act 2006. The resultant habitat map is shown in Figure 2.
- 5.2 Hedgerows were broadly assessed against the 'Wildlife and Landscape criteria' contained within The Hedgerow Regulations 1997 to determine whether they qualified as 'Important Hedgerows'. This has been achieved using a methodology in accordance with both the Regulations and DEFRA guidance. It should be noted that hedgerows may also qualify as Important under the Archaeology and History criteria of the Hedgerow Regulations 1997 Act, which is beyond the scope of this assessment.
- 5.3 The majority of the Site comprised a mixture of recently ploughed arable field compartments and arable fields planted with winter wheat, with narrow grassy margins (1-2m). One improved horse grazed field and one semi-improved neutral grassland field are present within the Site. The latter is relatively species-poor supporting common and widespread floral species. Such grassland habitats are frequent and widespread within the UK and Leicestershire.
- 5.4 Three ponds (P1-P3) were present on Site but none do not meet the criteria for Local Wildlife Site designation. Dense hawthorn *Crataegus monogyna*, willow *Salix sp.*, elder *Sambucus nigra* scrub was present in association with ponds P1 and P3.
- 5.5 Two distinct areas were being used for soil and manure storage mounds within a larger area of bare ground. These had become colonised by ruderal vegetation, including bramble, common dandelion *Taraxacum officinale*, cocksfoot grass and common nettle *Urtica dioica*.
- 5.6 There was a network of native species-poor hedgerows present on Site. All comprised at least 80% native woody species. The hedgerows were all heavily managed within their agricultural context, acting as formal field boundaries. Mature and semi-mature trees were present throughout the Site, mainly in association with hedgerows, and no veteran trees were identified by the arboriculture assessment.
- 5.7 A shallow field ditch in poor condition runs through the south-east of the site, feeding into an offsite subterranean drainage system whilst beyond the western boundary, a small tributary of the Diseworth Brook runs from north to south.

## 6.0 BIODIVERSITY NET GAIN

- 6.1 The Site was assessed using the UKHab Survey technique as recommended by Natural England and the Chartered Institute of Ecology and Environmental Management. Condition assessments for each habitat following the stated criteria within the 3.1 Biodiversity Metric technical supplement. Prior to submission this assessment will be updated to the Statutory BNG Metric as required by the Environment Act.

- 6.2 A River Condition Assessment (RCA) was conducted by accredited MoRPh field surveyors, recording data using the RCA information system and interpreting RCA indicators and scores for baseline and post-intervention scenarios. The levels of 'in-watercourse' and 'riparian' encroachment were also assessed following guidance provided in the DEFRA Biodiversity Metric 3.1 and User Guide and Technical Supplement.
- 6.3 The baseline biodiversity value of the Site was assessed for area habitats, hedgerows, and watercourses. In accordance with the Environment Act 2021 and subsequent secondary legislation the scheme will be required to deliver a minimum of 10% uplift over each of these baseline values.
- 6.4 A preliminary biodiversity net gain assessment undertaken by FPCR in 2023, using the illustrative masterplan and parameters plan, as presented in the submitted vision document, demonstrated that the scheme may be able deliver the necessary biodiversity net gains for area habitats, hedgerows, and watercourse features within the allocation site boundary.
- 6.5 No irreplaceable, high or very high distinctiveness habitats are present on-site, and so no like-for-like or bespoke compensation is required under the current proposals.
- 6.6 A small number of medium distinctiveness habitats are present at the Site which require compensation via the provision of habitat of the same broad group e.g. one type of grassland for that or a different type of grassland of equivalent distinctiveness. The preliminary assessment included sufficient areas of this habitat type with conservative condition targets so as satisfy the required provisions for each of the three medium distinctiveness habitat types identified.
- 6.7 Low and very low distinctiveness habitats can be compensated for by the creation of any habitat type such that so long as the proposals deliver an overall gain in biodiversity units the trading requirements are automatically met for such habitat types.
- 6.8 The approach to habitat creation will aim to maximise biodiversity value within the space made available within the proposals for green infrastructure. Biodiversity Net Gain will then be used throughout the design stage to inform the habitat creation and enhancement proposals for the scheme and to guide decisions around additional habitat provision.
- 6.9 In the event that a 10% BNG uplift cannot be delivered on site a suitable offsite provider will be engaged in accordance with the BNG guidelines.

## **7.0 CONCLUSION**

- 7.1 As the scheme progresses the Chartered Institute of Ecology and Environmental Management (CIEEM) Guidelines for Ecological Impact Assessment in the UK and Ireland (2018) will be used to determine the likely impacts of the scheme and their significance.
- 7.2 The proposed development is anticipated to have no effect on international or nationally designated sites and a minor effect on locally designated sites.
- 7.3 The habitats present on site are of limited ecological value and are common and widespread in the local area. A small number of protected species have been identified during site surveys, however the numbers and distribution of these species is limited.
- 7.4 Delivery of the proposals will be undertaken following standard mitigation measures, encapsulated within a Construction and Environmental Management Plan (CEMP) or similar document, and as agreed by the LPA, to negate impacts on retained habitats, with additional specific measures

employed to avoid harm to protected species which are known to be present on-site or in the vicinity. These could include, but are not limited to;

- Pollution prevention measures to reduce the risk of accidental pollution, the prevention of siltation of nearby aquatic habitats, potentially affecting water quality, and dust pollution which could affect sensitive flora;
- Protection of retained trees and hedgerows from damage and soil compaction via the maintenance of fenced Root Protection Areas (RPA's) in accordance with BS 5837:2012;
- Installation of appropriate stand-offs and protection fencing for retained habitats where appropriate;
- Best practice with regards to vegetation removal for nesting birds, and other species, (where necessary) e.g. removal of vegetation outside of the bird nesting season,
- Avoidance of lighting sensitive habitats during construction and a lighting plan post-development; and,

7.5 The proposals have the opportunity to deliver significant biodiversity benefits, which will be focused western section of the site, which will provide a range of habitats including, scrub, woodland and species rich grassland. These habitats will be of significantly higher value than the arable habitats currently present on site.

### Key

- Site Boundary
- 1 km Buffer
- Local Wildlife Site (Candidate)
- Local Wildlife Site (Potential)
- Local Wildlife Site (Potential: Historic)

#### Candidate Local Wildlife Sites:

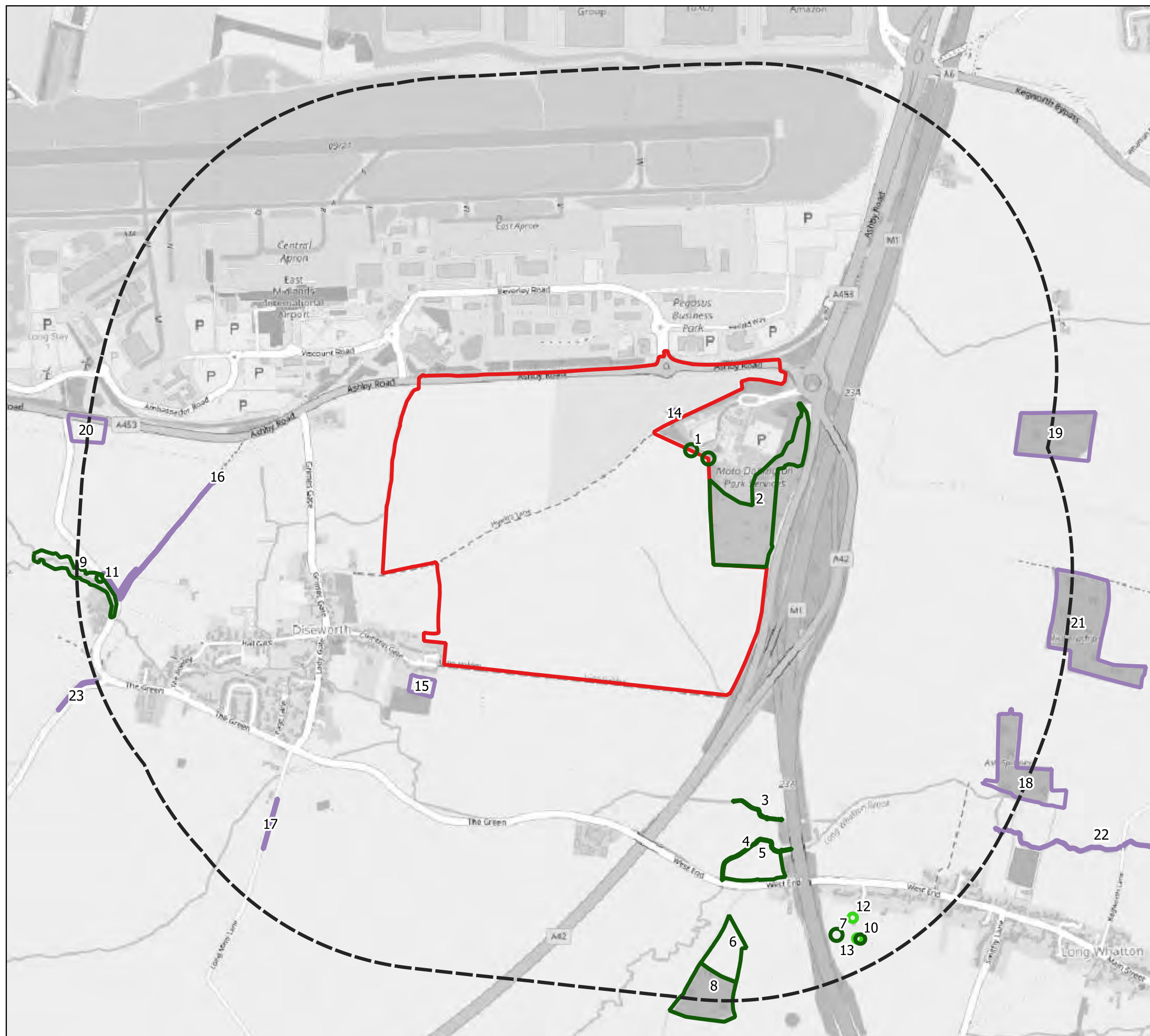
- 1 - Diseworth, Donington Park Services M1 J23A, Ash Trees
- 2 - M1 J23A Donington Park Services Grassland and Scrub
- 3 - Diseworth Brook
- 4 - West Meadow Brook
- 5 - Long Whatton Meadow 2
- 6 - Long Whatton Meadow
- 7 - Veteran Ash 2, West End
- 8 - Long Whatton Woodland
- 9 - Diseworth Brook Woodland
- 10 - Veteran Ash 3, West End
- 11 - Diseworth Brook Ash 2

#### Potential Local Wildlife Sites:

- 12 - Long Whatton Meadows, Ash 4
- 13 - Veteran Ash 1, West End

#### Potential: Historic Local Wildlife Sites:

- 14 - Pond
- 15 - The Paddock - Semi-Improved Grassland
- 16 - Diseworth Green Lane NW of Village
- 17 - Long Mere Lane - Hedgerow
- 18 - Ash Spinney
- 19 - Mixed Plantation
- 20 - Castle Donington, Charnock Hill Grassland
- 21 - His Lordships Woodland
- 22 - Long Whatton Brook
- 23 - Hedgerow



client  
**SEGRO PLC**

project  
Diseworth Freeport, Diseworth

drawing title  
**DESIGNATED SITES PLAN**

scale @ A3  
1:13000

drawn  
OJB / HEJ

issue date  
16/2/2024

drawing / figure number  
**Figure 1**

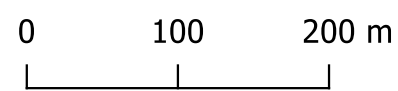
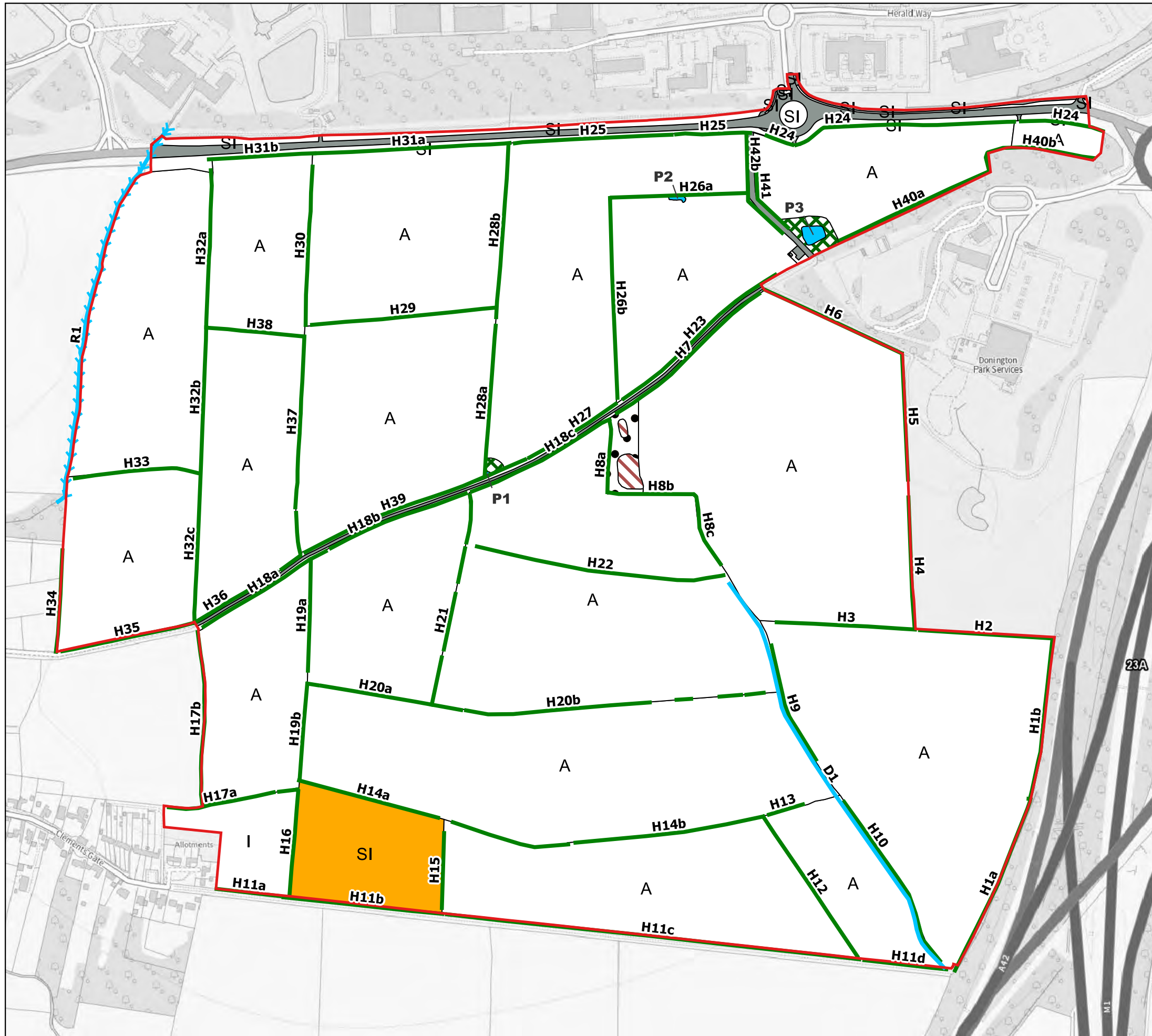
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### Key

- Site Boundary
- Phase 1 Habitats**
- Bare ground
- Built Environment: Buildings/hardstanding
- A Cultivated/disturbed land - arable
- I Improved grassland
- SI Neutral grassland - semi-improved
- Other tall herb and fern - ruderal
- SI Poor semi-improved grassland
- Scrub - dense/continuous
- Scrub - scattered
- Ponds (Non-Priority Habitat)
- Linear Habitats**
- Intact hedge - species-poor
- Ditch
- Running water



client  
SEGRO

project  
Diseworth Freepart, Diseworth

drawing title  
PHASE 1 HABITAT PLAN

scale @ A3  
1:5000

drawn  
AB / SJA

issue date  
6/3/2024

drawing / figure number  
**Figure 2**

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# EAST MIDLANDS GATEWAY PHASE 2, LAND SOUTH OF EAST MIDLANDS AIRPORT, LEICESTERSHIRE

Heritage Position Statement

JAC28062  
East Midlands Gateway  
Phase 2  
V3  
February 2024



## HERITAGE POSITION STATEMENT

### Document status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
V1	Draft for client review	Jonathan Smith & Chris Clarke	Jonathan Smith	Jonathan Smith	15/01/24
V2	Draft for client review	Jonathan Smith & Chris Clarke	Jonathan Smith	Jonathan Smith	23/01/24
V3	Draft for client review	Jonathan Smith & Chris Clarke	Jonathan Smith	Jonathan Smith	20/02/24

### Approval for issue

Jonathan Smith

20 February 2024

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#### Prepared by:

#### RPS

Chris Clarke BSc (Hons) MA MCIfA  
Senior Associate Director

Southgate House  
Southgate Street  
Gloucester  
GL1 1UB

## EXECUTIVE SUMMARY

This Heritage Position Statement has been prepared by RPS, on behalf of SEGRO in order to assist the promotion of the proposed East Midlands Gateway, Phase 2, in response to the Draft Local Plan Consultation dated February 2024. This statement summarises the results of heritage assessments undertaken to date, and the initial assessment of proposed impacts to such assets.

In summary, the proposed development will generate a low level of less than substantial harm to the significance of Diseworth Conservation Area, while the proposals are also likely to give rise a medium level of less than substantial harm in relation to the Grade II\* Listed Church of St Michael and All Angels. This harm can be mitigated, to a degree, through the inclusion of bunds and deep buffers within the development along the Site's western and south-western boundaries that will reduce the visual levels of impact in those views of the Conservation Area and Grade II\* Listed church. Additionally, the proposed planting of bunds and buffers will further reduce levels of harm over time as the planting matures. The assessments have confirmed that the development proposals will not impact any other designated heritage assets within the proximity of the Site.

In relation to below-ground archaeology, an extensive programme of archaeological evaluation has taken place at the Site, comprising geophysical survey, fieldwalking, geoarchaeological investigation, and trial trenching. As a result of this programme of investigation, it has been established that localised remains of interest dating to the Iron Age or Roman period are present in two discrete areas of the Site. The significance of such remains is considered to be of a level where, if development were to take place, the ongoing archaeological interest of the Site could be secured by means of an appropriately worded condition attached to planning consent requiring a targeted programme of archaeological mitigation.

Based on the existing heritage assessments undertaken, both in terms of Built Heritage and Archaeology, it has been identified that any heritage impacts associated with the proposed development will be focused and that such impacts can be subject to a programme of mitigation in order to reduce the levels of harm identified. As such, following the implementation of the required mitigation programme, no significant residual impacts are anticipated, and therefore it is considered that there are no overriding heritage constraints which would prevent the allocation of the Site.

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Figure 1 Site Location

Figure 2 Designated Heritage Assets

# 1 INTRODUCTION

- 1.1 This Heritage Position Statement has been prepared by RPS, on behalf of SEGRO in order to assist the promotion of the proposed East Midlands Gateway, Phase 2 (hereafter referred to as 'the Site') [Fig.1], in response to the Draft Local Plan Consultation dated February 2024. The Site is centred at SK 4613 2497 and measures approximately 100ha in size.
- 1.2 As part of preparing a proposed planning application for the Site, SEGRO have commissioned a series of detailed Built Heritage and Archaeological Assessments for the Site, in order to identify any potential heritage constraints associated with proposals and the requirement for mitigation in order to address such constraints in line with the NPPF and local planning policy. This document seeks to summarise such heritage assessment work undertaken so far.
- 1.3 The Site is located in an area of south facing, rising ground, with the southern boundary associated with the 60m-65m contour, and the northern boundary associated with the 85m-90m contour. The highest point within the Site lies at 93m aOD and is associated with a triangulation point located adjacent to Hyam's Lane in the north-eastern corner of the Site. The course of the Long Whatton Brook is located c.250m to the southwest of the Site, while a minor tributary of the Brook forms part of the Site's western boundary. To the north of the Site, set on the ridge, is the East Midlands Airport. Adjacent to the Site's north-eastern corner is Donnington Park Services (off junction 23A of the M1) and, to the west and southwest, the village of Diseworth. Hyam's Lane runs diagonally through the Site north-east to south-west towards the village of Diseworth.
- 1.4 The Site does not contain any designated heritage assets. In terms of the wider landscape, the Scheduled Monuments of The Moated Site with Fish Ponds and Flood Banks at Long Whatton both lie approximately 1.2km to the southeast of the study site.
- 1.5 The historic core of Diseworth, located c100m to the southwest of the Site, is designated as a Conservation Area and includes 22 listed buildings, of which the Church of St. Michael and All Angels is Grade II\* Listed, while the remaining designated structures are Grade II Listed. The Grade I Church of St Mary and St Hardulph in Breedon-on-the-Hill, located 5km to the west of the Site, has also been taken into consideration due to its prominent position within the wider landscape.
- 1.6 In terms of other designated heritage assets, there are no World Heritage Sites, Registered Parks and Gardens, Historic Battlefields, or Historic Wreck Sites within a 2km radius of the Site.
- 1.7 To inform the initial programme of heritage assessment RPS were commissioned to produce a detailed Built Heritage Statement and Archaeological Desk-Based Assessment. The archaeological assessment was supplemented by evaluation fieldwork. In the first instance this consisted of a programme of geophysical survey of the study site undertaken in May 2022, followed by an extensive programme of fieldwalking, geoarchaeological assessment, and trial trenching undertaken between September and November 2022.
- 1.8 Consultations, in relation to potential heritage impacts, with the Senior Conservation Officer to North West Leicestershire District Council and Archaeological Officer at Leicestershire County Council, are ongoing.

## 2 LEGISLATIVE AND PLANNING CONTEXT

- 2.1 The statutory requirements and national and local policy provide a framework for the consideration of development proposals that affect the historic built environment. The Planning (Listed Buildings and Conservation Areas) Act 1990, provides the overarching statutory requirements in the determination and assessment of development proposals in the built historic environment. The National Planning Policy Framework (NPPF) sets out the Government's policies and requirements at a national level and the Planning Practice Guidance reflects the Secretary of State's views on the way Government policy should be applied. It is acknowledged that matters of legal interpretation are determined in the Courts but the NPPF and the Practice Guidance set out clearly the Government's priorities and aspirations for planning and the historic built environment in England.
- 2.2 Documents produced by Historic England provide technical advice that is designed to explain and assist in the implementation of legislation and national policy. Therefore, there is a clear hierarchy of statutory duty, policy and best practice and this has been applied, as relevant, to inform the assessment of the application proposals that is included in this report.
- 2.3 The current national legislative and planning policy system identifies, through the National Planning Policy Framework (NPPF), that applicants should consider the potential impact of development upon 'heritage assets'. This term includes designated heritage assets which possess a statutory designation (for example listed buildings and conservation areas); and non-designated heritage assets, typically compiled by Local Planning Authorities (LPAs) and incorporated into a Local List. In this case '*Unlisted Buildings of Interest*' are identified and considered from within Diseworth Conservation Area.
- 2.4 National legislation regarding archaeology, including scheduled monuments, is contained in the Ancient Monuments and Archaeological Areas Act 1979, amended by the National Heritage Act 1983 and 2002, and updated in April 2014.
- 2.5 Recent amendments enacted to the Town and Country Planning Act 1990 and the Planning (Listed Buildings and Conservation Areas) Act 1990 are set out in the Levelling Up and Regeneration Act 2023, Chapter 3. The effect of the Act [Clause 102] in regard to the setting to scheduled monuments is that these now have the same statutory status to those of listed buildings. Clause 102 also enacts amendments to the two Acts such that a desirability to not only 'preserve' a designated asset (World Heritage Sites; Scheduled Monuments; Registered Parks and Gardens; listed buildings and Protected Wrecks, but not conservation areas) and its setting, but now a desirability to 'preserve or enhance' such a designated asset and its setting.

### National Planning Policy

#### National Planning Policy Framework (Department for Levelling Housing and Communities, July 2021, updated December 2023)

- 2.6 The NPPF is the principal document that sets out the Government's planning policies for England and how these are expected to be applied.
- 2.7 It defines a heritage asset as a: '*building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest*'. This includes both designated and non-designated heritage assets (in this case '*Unlisted Buildings of Interest*').
- 2.8 Section 16: *Conserving and Enhancing the Historic Environment* relates to the conservation of heritage assets in the production of local plans and decision taking. It emphasises that heritage assets are '*an irreplaceable resource and should be conserved in a manner appropriate to their significance*'.

- 2.9 For proposals that have the potential to affect the significance of a heritage asset, paragraph 200 requires applicants to identify and describe the significance of any heritage assets that may be affected, including any contribution made by their setting. The level of detail provided should be proportionate to the significance of the heritage assets affected. This is supported by paragraph 201, which requires LPAs to take this assessment into account when considering applications.
- 2.10 Under '*Considering potential impacts*', the NPPF emphasises that '*great weight*' should be given to the conservation of designated heritage assets, irrespective of whether any potential impact equates to total loss, substantial harm or less than substantial harm to the significance of the heritage assets.
- 2.11 Paragraph 207 states that where a development will result in substantial harm to, or total loss of, the significance of a designated heritage asset, permission should be refused, unless this harm is necessary to achieve substantial public benefits, or a number of criteria are met. Where less than substantial harm is identified paragraph 208 requires this harm to be weighed against the public benefits of the proposed development.
- 2.12 Paragraph 209 states that where an application will affect the significance of a non-designated heritage asset (in this case an '*Undesignated Building of Interest*'), a balanced judgement is required, having regard to the scale of harm or loss and the significance of the heritage asset with the public benefits of the proposed development.

## National Guidance

### Planning Practice Guidance (Department for Levelling Housing and Communities)

- 2.13 The Planning Practice Guidance (PPG) has been adopted to aid the application of the NPPF. It reiterates that conservation of heritage assets in a manner appropriate to their significance is a core planning principle. It also states that conservation is an active process of maintenance and managing change, requiring a flexible and thoughtful approach. It highlights that neglect and decay of heritage assets is best addressed through ensuring they remain in active use that is consistent with their conservation.
- 2.14 Key elements of the guidance relate to assessing harm. It states that substantial harm is a high bar that may not arise in many cases and that while the level of harm will be at the discretion of the decision maker, substantial harm is a high test that will only arise where a development seriously affects a key element of an asset's special interest. It is the degree of harm, rather than the scale of development, that is to be assessed.
- 2.15 Importantly, it is stated that harm may arise from work to the asset, or from development within its setting. Setting is defined as 'the surroundings in which an asset is experienced and may be more extensive than the curtilage'. A thorough assessment of the impact of proposals upon setting must take into account, and be proportionate to, the significance of the heritage asset and the degree to which proposed changes enhance or detract from that significance and the ability to appreciate it.
- 2.16 The PPG defines the different heritage interests as follows:
- **archaeological interest:** As defined in the Glossary to the National Planning Policy Framework, there will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
  - **architectural and artistic interest:** These are interests in the design and general aesthetics of a place. They can arise from conscious design or fortuitously from the way the heritage asset has evolved. More specifically, architectural interest is an interest in the art or science of the design, construction, craftsmanship and decoration of buildings and structures of all types. Artistic interest is an interest in other human creative skill, like sculpture.

- **historic interest:** An interest in past lives and events (including pre-historic). Heritage assets can illustrate or be associated with them. Heritage assets with historic interest not only provide a material record of our nation's history, but can also provide meaning for communities derived from their collective experience of a place and can symbolise wider values such as faith and cultural identity.

### **GPA2: Managing Significance in Decision-Taking in the Historic Environment (March 2015)**

- 2.17 This document provides advice on numerous ways in which decision making in the historic environment could be undertaken, emphasising that the first step for all applicants is to understand the significance of any affected heritage asset and the contribution of its setting to that significance. In line with the NPPF and PPG, the document states that early engagement and expert advice in considering and assessing the significance of heritage assets is encouraged. The advice suggests a structured, staged approach to the assembly and analysis of relevant information:
1. Understand the significance of the affected assets;
  2. Understand the impact of the proposal on that significance;
  3. Avoid, minimise and mitigate impact in a way that meets the objectives of the NPPF;
  4. Look for opportunities to better reveal or enhance significance;
  5. Justify any harmful impacts in terms of the sustainable development objective of conserving significance balanced with the need for change; and
  6. Offset negative impacts to significance by enhancing others through recording, disseminating and archiving archaeological and historical interest of the important elements of the heritage assets affected.

### **GPA3: The Setting of Heritage Assets (Second Edition; December 2017)**

- 2.18 This advice note focuses on the management of change within the setting of heritage assets. As with the NPPF the document defines setting as *'the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve'*. Setting is also described as being a separate term to curtilage, character and context. The guidance emphasises that setting is not a heritage asset, nor a heritage designation, and that its importance lies in what the setting contributes to the significance of the heritage asset, or the ability to appreciate that significance. It also states that elements of setting may make a positive, negative or neutral contribution to the significance of the heritage asset.
- 2.19 While setting is largely a visual term, with views considered to be an important consideration in any assessment of the contribution that setting makes to the significance of an asset, and thus the way in which an asset is experienced, setting also encompasses other environmental factors including noise, vibration and odour. Historical and cultural associations may also form part of the asset's setting, which can inform or enhance the significance of a heritage asset.
- 2.20 This document provides guidance on practical and proportionate decision making with regards to the management of change within the setting of heritage assets. It is stated that the protection of the setting of a heritage asset need not prevent change and that decisions relating to such issues need to be based on the nature, extent and level of the significance of a heritage asset, further weighing up the potential public benefits associated with the proposals. It is further stated that changes within the setting of a heritage asset may have positive or neutral effects.
- 2.21 The document also states that the contribution made to the significance of heritage assets by their settings will vary depending on the nature of the heritage asset and its setting, and that different

heritage assets may have different abilities to accommodate change without harming their significance. Setting should, therefore, be assessed on a case-by-case basis.

- 2.22 Historic England recommends using a series of detailed steps in order to assess the potential effects of a proposed development on significance of a heritage asset. The five-step process is as follows:
1. Identify which heritage assets and their settings are affected;
  2. Assess the degree to which these settings and views make a contribution to the significance of a heritage asset(s) or allow significance to be appreciated;
  3. Assess the effects of the proposed development, whether beneficial or harmful, on the significance or on the ability to appreciate it;
  4. Explore ways to maximise enhancement and avoid or minimise harm; and
  5. Make and document the decision and monitor outcomes.

### **HEAN12: Statements of Heritage Significance: Analysing Significance in Heritage Assets (October 2019)**

- 2.23 This advice note provides information on how to assess the significance of a heritage asset. It also explores how this should be used as part of a staged approach to decision-making in which assessing significance precedes designing the proposal(s).
- 2.24 Historic England notes that the first stage in identifying the significance of a heritage asset is by understanding its form and history. This includes the historical development, an analysis of its surviving fabric and an analysis of the setting, including the contribution setting makes to the significance of a heritage asset.
- 2.25 To assess the significance of the heritage asset, Historic England advise that the analysis describes various interests. The headline heritage interests are identified in the NPPF and PPG and comprise: archaeological interest; architectural interest; artistic interest; and historic interest

## **Local Planning Policy and Guidance**

- 2.26 In considering any planning application for development, the LPA will be mindful of the framework set by government policy (the NPPF) by current Development Plan Policy and by other material considerations. In this instance the determining authority is North West Leicestershire Council. The Local Plan was adopted November 2017 and was re-adopted, following review, in March 2021.

### **North West Leicestershire Local Plan**

- 2.27 **Policy HE1 Conservation and enhancement of North West Leicestershire's historic environment:**
- '1. To ensure the conservation and enhancement of North West Leicestershire's historic environment, proposals for development, including those designed to improve the environmental performance of a heritage asset, should:*
- a) Conserve or enhance the significance of heritage assets within the district, their setting, for instance significant views within and in and out of conservation areas;*
  - b) Retain buildings, settlement patterns, features and spaces, which form part of the significance of the heritage asset and its setting;*
  - c) Contribute to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship; and*
  - d) Demonstrate a clear understanding of the significance of the heritage asset and of the wider context in which the heritage asset sits.*



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

  - a) The nature of the heritage asset prevents all reasonable uses of the site; and*
  - b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and*
  - c) Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and*
  - d) The harm or loss is outweighed by the benefit of bringing the site back into use. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.*
- 3. Where permission is granted, where relevant, the Council will secure appropriate conditions and/or seek to negotiate a Section 106 obligation to ensure that all heritage assets are appropriately managed and conserved.*
- 4. The District Council will support development that conserves the significance of non-designated heritage assets including archaeological remains'.*

### 3 BUILT HERITAGE

- 3.1 Within the 2km study radius, 35 listed buildings and two conservation areas were identified [Fig.2]. However, it is considered that for the vast majority of these heritage assets, the Site does not form part of their setting.
- 3.2 This is collectively the case for those built heritage assets in Long Whatton. While the village is only c.800m at its nearest point from the Site's south-eastern corner, the discrete, enclosed and linear form of the village and the lack of any visually apparent tall building (the towered church is at the far eastern end of the village) with, more significantly, the profound screening effect of the raised and treed embankments of the north-south aligned A42 and M1 positioned between the Site and the village, result in no legibility of the assets' significance from the Site and no meaningful intervisibility. There is no evidence of historical association or ownership between the Site and built heritage assets in Long Whatton. Consequently, the Site does not form a part of the setting to built heritage assets associated with Long Whatton.
- 3.3 Similarly, for the former Langley Priory, located c.2.5km southwest of the Site's south-western corner [Fig.2], the Site does not form any part of these assets' setting. While parts of the Site had some ownership association with the former Priory up to the early twentieth century, the topographic position of the former Priory, set low in the landscape and screened by intervening woodland, there is no intervisibility and no legibility of these assets' significance from any part of the Site.
- 3.4 A Grade I Church is located at Breedon-on-the-Hill in a prominent cliff-top location c.5.2km to the west of the Site's south-western corner. Other built heritage assets identified as potentially having a part of their setting being formed by the Site (and, therefore, potentially having their significance effected by the Site's development) include the Church of St Michael and All Angels in the centre of Diseworth, c.350m from the southwest corner of the Site, and Diseworth Conservation Area, c.85m from the Site at its nearest point. In addition to the 22 listed buildings, nearly 50 buildings identified in the Diseworth Conservation Area Appraisal as 'Unlisted Buildings of Interest' are located in the Area.
- 3.5 In summary, the only built heritage assets that require initial identification and consideration of their significance in this case are the:
- Grade I Church of St Mary and St Hardulph, Breedon-on-the-Hill;
  - Grade II\* Church of St Michael and All Angels, Diseworth; and
  - Diseworth Conservation Area (consideration of which includes, as individually appropriate, designated and non-designated built heritage assets within the Area).

#### Church of St Mary and St Hardulph

- 3.6 The Church of St Mary and St Harulph is located c.5.2km to the west of the south-western corner of the Site at Breedon-on-the-Hill. It is positioned at the top of a prominent landscape hill above a quarried, c.80m high cliff when viewed from the east (including the Site). The Church was designated December 1962 at Grade I.
- 3.7 The architectural value of the Church is extremely high. This arises from its incorporated Anglo-Saxon decorative masonry and the medieval fabric. The decorative Anglo-Saxon stonework reused in the interior of the Church is the largest and possibly the most important collection of rare (in European terms) Anglo-Saxon decorative stonework.
- 3.8 The Church also holds very high historic value. The site of the Church is an important religious centre associated with the Anglo-Saxon royal family, the burial place of four pre-conquest saints (one an Anglo-Saxon king) and was from where an eighth-century Archbishop of Canterbury was

drawn. The current Church was founded in the late Anglo-Saxon period, with later medieval and nineteenth-century modifications.

- 3.9 The Church holds group value with the designated and non-designated monuments in the Church's cemetery. There is group value too with archaeological remains of the Anglo-Saxon monastery and, to a lesser extent, with the preceding Iron Age hillfort.

### Setting

- 3.10 The immediate setting of the asset comprises its cemetery (group value of associated monuments is noted above) and the prominent hilltop, the site of a former Iron Age hillfort. These elements of setting have a primary contribution to the asset's significance.
- 3.11 The wider setting, due to the Church's highly prominent hill-top position, visually takes in thousands of hectares of Leicestershire and Derbyshire countryside. From the Site, there are very long-distance views of the Church's tower, the eastern gable of the nave and the lancets of the east window. These views are largely available from most of the Site excepting the far north-eastern field and from lower elevations of the Site to the southwest and immediately adjacent to Clements Gate.
- 3.12 The heritage asset is legible as a church from the Site, but it is not clear what date it is. There is no perception of the Anglo-Saxon historic associations, the site of the former monastery and the European-wide important collection of Anglo-Saxon decorated stonework within the Church.
- 3.13 An element of the Church's wider setting includes the large-scale industrial units, warehousing, towers, masts and associated infrastructure set on the ridge to the north and northwest of the Site, all part of or surrounding the East Midlands Airport. The backdrop to this element of the Church's wider setting are the four monumental cooling towers and the tall exhaust tower of the redundant Ratcliffe-on-Soar power station.
- 3.14 There is no evidence of any historical association between the Church and the Site.
- 3.15 The immediate setting, the cemetery, the monuments therein and the site of the former monastery also provide a primary level of contribution to the asset's significance. The Site forms a very tiny part of the asset's huge wider setting predominantly made up of rural fields, woodland belts and intermittent settlements. Consequently, the Site has no meaningful contribution to the asset's significance.

## Church of St Michael and All Angels

- 3.16 The Church of St Michael and All Angels is located in the centre of Diseworth, c.350m from the southwest corner of the Site. It is positioned to the southeast of the crossroads to the village's four gate streets. The Church was designated December 1962 at Grade II\*.
- 3.17 The architectural and historic value of the Church is high. This arises from the architectural and aesthetic value of its medieval form and fabric and this fabric's age. The Church holds group value with the cemetery and the associated monuments. There is group value too with the historic core of Diseworth, and the individual historic buildings therein, which the Church serves.

### Setting

- 3.18 The immediate setting of the asset comprises its cemetery and the immediate historic core of Diseworth. These elements of setting have a primary contribution to the asset's significance.
- 3.19 The broach spire to the Church is a prominent landmark within the historic core of Diseworth (the Conservation Area). It is noted by the Council as being visible in much of the approach to 'the Cross' along Hall Gate from the west. It is not noted as being prominent from any other location.
- 3.20 The wider setting, due to the Church's spire height, extends to the fields surrounding Diseworth. From this area the Church is largely legible as an historic church set in the centre of an historic

village. Views of the spire are largely available from most of the Site excepting the far north-eastern field. The kinetic view of the spire, and its setting within the village, strengthen as one descends Hyam's Lane towards Diseworth from the higher part of the Site.

- 3.21 Views of the Church's spire in the centre of Diseworth from the southwest of the village includes some of the upper fields of the Site as a backdrop. However, these views include, as a skyline backdrop, some of the large-scale industrial units, warehousing, towers, masts and associated infrastructure set on the ridge to the north of the Site, all part of or surrounding the East Midlands Airport.
- 3.22 There is no evidence of any direct historical association between the Church and the Site, although it is clear that this agricultural land is the setting to this historic agricultural settlement in which it sits and serves.
- 3.23 The wider setting, of which the Site is a small part, provides a secondary level of contribution to the asset's significance. Consequently, the Site, as a small part of the asset's wider historic agricultural, rural context, provides a low level of contribution to the asset's significance.

### Diseworth Conservation Area

- 3.24 Diseworth Conservation Area was first designated February 1974. The Area was revised – extended – April 2021. The Diseworth Conservation Area Appraisal and Study was published April 2021.
- 3.25 The Conservation Area Appraisal concludes that most properties in the Area are of two storeys in height though some farmhouses have three storeys. Consequently, the one landmark building is the Church of St Michael and All Angels, although the spire is only noted as standing out from within the Area from the west along New Hall Gate.
- 3.26 There are 22 listed buildings noted in the Conservation Area predominantly dating from the sixteenth to the eighteenth centuries and these largely display local vernacular building traditions. The Conservation Area Appraisal also identifies nearly 50 '*Unlisted Buildings of Interest*'. Many of these building also reflect local vernacular traditions.
- 3.27 Excepting for the Church of St Michael and All Angels, the c.70 designated and non-designated historic buildings within the Area are largely subsumed within the built form of the village and screened from the Site. This is to such a degree that none of these individual historic buildings' significance is meaningfully legible from the Site and intervisibility with the Site is profoundly limited. Therefore, in this case, the individual historic buildings (excepting the Church) are appropriately dealt with as a collective whole with the Conservation Area.

### Setting

- 3.28 In terms of the Conservation Area's relationship with the surrounding landscape, therefore including the Site, the Conservation Area Appraisal notes that:
- 'the agricultural land surrounding the village with its straight boundaries and surviving hedgerows appears to reflect the landscape created by the enclosure of Diseworth Parish in 1794. [...].*
- The location of the village within a shallow valley means that views out of the Area are restricted. [...] The curvature of the principal streets also presents a further restriction to views out of the Area'.*
- 3.29 The Conservation Area Appraisal only notes good views southwards out of the Area to the surrounding countryside to the rear of properties on the southern side of Clements Gate over the Diseworth Brook. It is also noted that where views are afforded from the countryside south of the village, the backdrop includes industrial structures and buildings associated with the East Midlands Airport, including the recently completed control tower.

## HERITAGE POSITION STATEMENT

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- 3.30 While there is some legibility of Diseworth as an historic village (the roofscape of the historic core) from many parts of the Site, this legibility is mainly signified by the landmark presence of the Church spire.
- 3.31 The Conservation Area Appraisal also notes the twentieth-century residential infills along the gate streets. It was published, however, before the more extensive back land and rear residential development behind the eastern side of Grimes Gate. This includes, at the northern end, Old Hall Court. This small residential estate is on the south side of Hyam's Lane at it enters Diseworth and screens the built heritage assets at Hall Farm to the west from the Site. All the eastern back lands to Grimes Gate to the south of Old Hall Court, excluding a small area adjacent to the cricket pavilion, have been infilled with recent residential development, including Cheslyn Court accessed from Grimes Gate and Diseworth Grange accessed off the north side of Clements Gate.
- 3.32 All these recent developments on the north-eastern side of the village fall within the boundary of the Conservation Area and are all likely to fall in the setting of listed buildings. All these recent developments strengthen the screening of the individual designated and non-designated built heritage assets within the Area from the Site.
- 3.33 The character and appearance (significance) of the Diseworth Conservation Area primarily relates to the medieval morphology of the four principal gate streets (set around the one landmark building of the Church of St Michael and All Angels); the c.70 designated and non-designated built heritage assets, largely of local vernacular traditions, therein; and the enclosed, discrete nature of the Area. It is the historic morphology of the village and the historic buildings therein (their form, fabric, architectural and aesthetic value, and age) that provides the primary contribution to the asset's significance.
- 3.34 The Area's setting is formed by the open agricultural land within the shallow valley around the village. The historic core of the village is largely discrete within this setting. There are few views available from within the Area to the surrounding landscape.
- 3.35 The Site is a small part of the Conservation Area's setting, which itself provides a secondary level of contribution to the asset's significance. Consequently, the Site provides a low level of contribution to the significance of Diseworth Conservation Area.

## 4 ARCHAEOLOGY

- 4.1 In order to inform a potential planning application for the Site a staged programme of archaeological evaluation has been undertaken.
- 4.2 The first phase of archaeological evaluation consisted of the production of a detailed Archaeological Desk-Based Assessment. In terms of designated archaeological assets, the document concluded that there will be no impact to the setting or significance to the Scheduled Monuments of the Moated Site with Fish Ponds, and Flood Banks at Long Whatton. Within the Site the document considered there to be a high potential for activity associated with the Iron Age and Roman periods, and a low potential for archaeological remains of interest in relation to all other periods.
- 4.3 The second phase of archaeological evaluation consisted of a geophysical survey undertaken in May 2022. Anomalies of archaeological origin were identified to the north of Hyam's Lane in the form of long linear ditched features and partial and full enclosures. Anomalies of agricultural origin in the form of former field boundaries, ridge and furrow ploughing were also recorded in this area. The survey results to the south of Hyam's Lane were of a lower quality, although multiple anomalies of undetermined origin were noted as being present. The form of the enclosure and long linear features identified suggest they could be Iron Age or Roman in date.
- 4.4 Following a review of the geophysical survey results, the Leicestershire County Council Archaeological Officer indicated that a third phase of archaeological evaluation would be required comprising fieldwalking, geoarchaeological investigation and trial trenching. This phase of evaluation fieldwork was undertaken between September and October 2022. The resulting fieldwork included the excavation of 388 trial trenching, the fieldwalking of twenty individual fields, and geoarchaeological monitoring of geotechnical site investigations. As a result of these investigations, it was noted that the earliest archaeological features recorded were pits and ditches of Iron Age or Roman date, with such features principally concentrated in two areas: immediately north of Hyam's Lane in the centre of the site; and in proximity to the south of Hyam's Lane at the western edge of the site. Limited features of a similar date were found in the western part of the Site, while the remaining features encountered across the Site were dated to the Post-Medieval or Modern periods and considered of limited interest. The geoarchaeological assessment did not identify any deposits of significance.

## 5 INITIAL ASSESSMENT OF HERITAGE IMPACT

### Church of St Michael and All Angels

- 5.1 The impact of the scheme on the significance of the Church of St Michael and All Angels will include changes to views of the Church from within the Site and to longer-distance views from the surrounding landscape. There are views of the spire from large parts of the Site, with the broach spire forming a local landmark. The proposals will remove or alter these views, with the introduction of large-scale built form, bunding and structural landscaping. This will diminish the rural setting of the listed building and reduce the ability to appreciate its architectural interest from the Site and from within these wider rural surrounds. The visual impact will be reduced by the retention of Hyam's Lane and the neighbouring planting which will retain some sense of rurality within the Site and the sequential, kinetic views of the Church when approaching it from the north-east.
- 5.2 The proposals will also affect views of the spire within longer views from the west of Diseworth. This will alter the backdrop to the listed building and remove the existing rural context provided here. A degree of the landmark status of the building will be reduced and partly obscured by the development beyond.
- 5.3 The proposals will therefore affect the architectural and historic interest of the listed building, through the reduction in views of it from its rural setting, the change in land use and character within the Site and the alteration of long-distance views which will, to a degree, diminish its landmark status in terms of views from the northeast. This will give rise to less than substantial harm to the significance of the listed building, which is likely to represent a medium level of less than substantial harm.
- 5.4 This harm can be mitigated, to a degree, through the inclusion of bunds and deep buffers within the development along the Site's western and south-western boundaries that will reduce the visual levels of impact in those long-distant views of the Church that have parts of the Site as a backdrop. Additionally, the proposed planting of the bunds and buffers will further reduce levels of harm over time as the planting matures.

### Diseworth Conservation Area

- 5.5 The impact of the proposed scheme on the significance of Diseworth Conservation Area will include changes to the rural approach to the Conservation Area from the north-east, beyond the recent development at its eastern edge, and changes in views from and to the Conservation Area and in the wider landscape.
- 5.6 The development will alter one element of the Conservation Area's rural setting, which reflects its historic development as a rural settlement dependent primarily on an agricultural economy. This will be apparent on approaches into the Conservation Area but will not be visible in many views from within or beyond the Conservation Area. The valley setting of the Conservation Area means that the majority of it is obscured in views from the surrounding landscape. There is no appreciation of the morphology or architectural interest of the Area from these views as a result, with only the presence of the spire of the Church of St Michael indicating the presence of a historic settlement.
- 5.7 The proposed development will, therefore, affect the wider rural setting of the Conservation Area, but this will have a limited impact on important views of and into the Area and will not affect its character and appearance, or the ability to appreciate this. The proposed development represents a low level of less than substantial harm to the significance of the Conservation Area through the further alteration of its rural setting, which will diminish something of its historic interest.

- 5.8 This harm can be mitigated, to a degree, through the inclusion of bunds and deep buffers within the development along the Site's western and south-western boundaries that will reduce the visual levels of impact in long-distant views of the Area that have the Site as a backdrop and in views from the eastern and north-eastern edges of the Area that include parts of the Site. Additionally, the proposed planting of the bunds and buffers will further reduce levels of harm over time as the planting matures.

### **The Church of St Mary and St Hardulph**

- 5.9 It has been assessed that the Site makes no meaningful contribution to the Grade I Listed Church of St Mary and St Hardulph, as such, the proposed development will have no meaningful impact upon the asset's significance.

### **Archaeology**

- 5.10 A comprehensive programme of archaeological evaluation has been undertaken at the Site, and the potential for below-ground archaeological features fully assessed. As a result of this programme of investigation, it has been established that localised remains of interest dating to the Iron Age or Roman period are present in two discrete areas of the Site. The significance of such remains is considered to be of a level where, if development were to take place, the ongoing archaeological interest of the Site could be secured by means of an appropriately worded condition attached to planning consent requiring a targeted programme of archaeological mitigation.

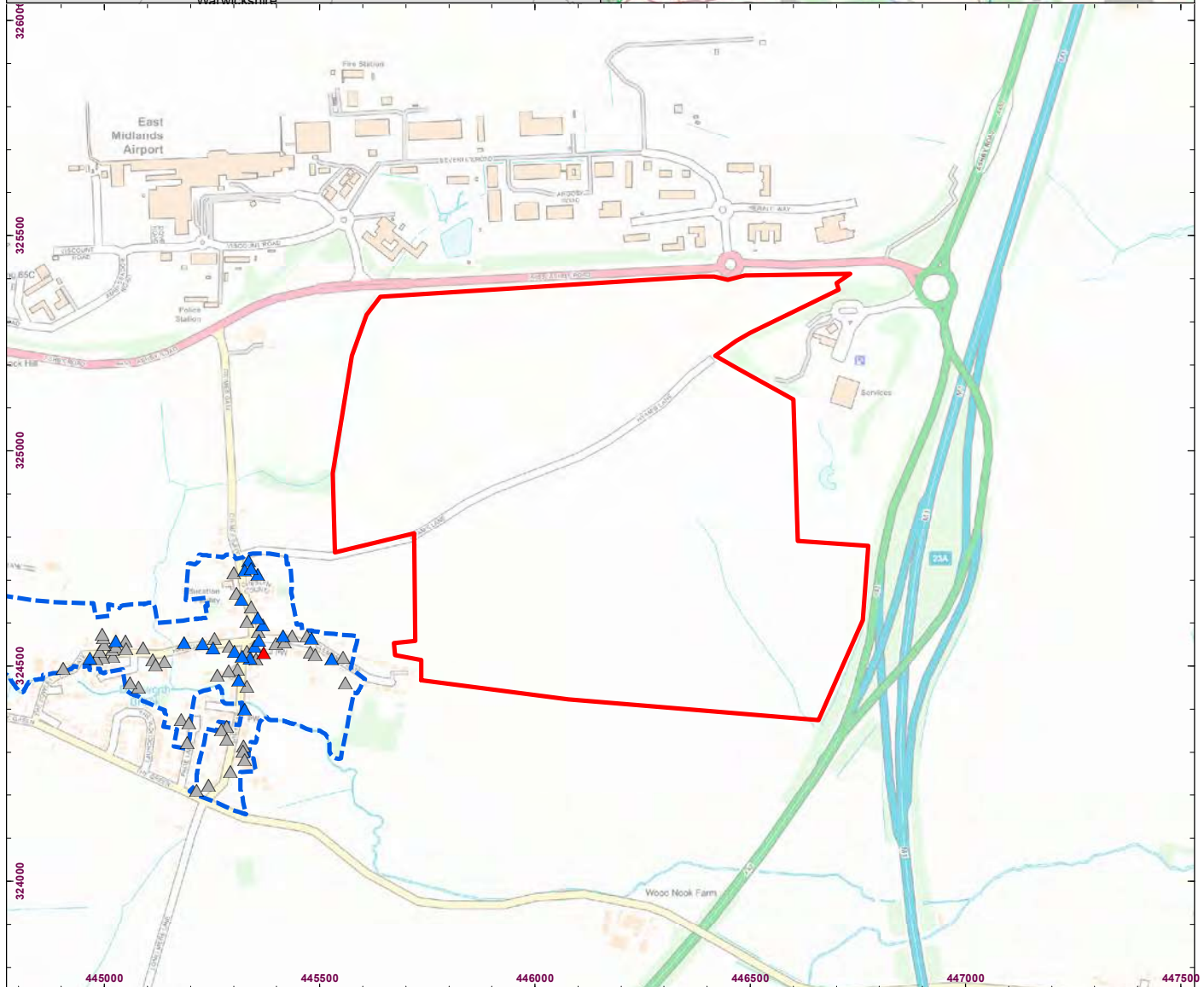
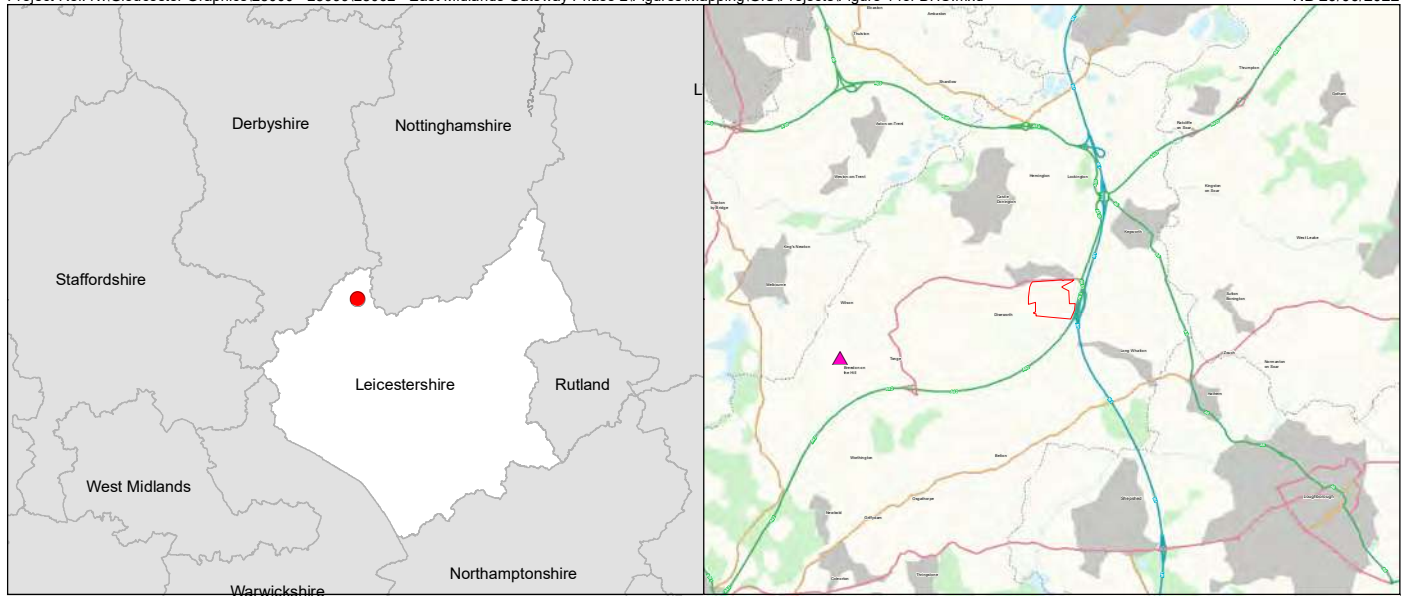
### **Conclusion**

- 5.11 Based on the existing heritage assessments undertaken, both in terms of Built Heritage and Archaeology, it has been identified that any heritage impacts associated with the proposed development will be focused and that such impacts can be subject to a programme of mitigation in order to reduce the levels of harm identified. As such, following the implementation of the required mitigation programme, no significant residual impacts are anticipated, and therefore it is considered that there are no overriding heritage constraints which would prevent the allocation of the Site.





**FIGURES**



-  Site Boundary
-  Grade I listed Church of St Mary and St Hardulph
-  Grade II\* Listed Church of St Michael and All Angels
-  Grade II Listed Buildings
-  Unlisted Buildings of Interest
-  Diseworth Conservation Area

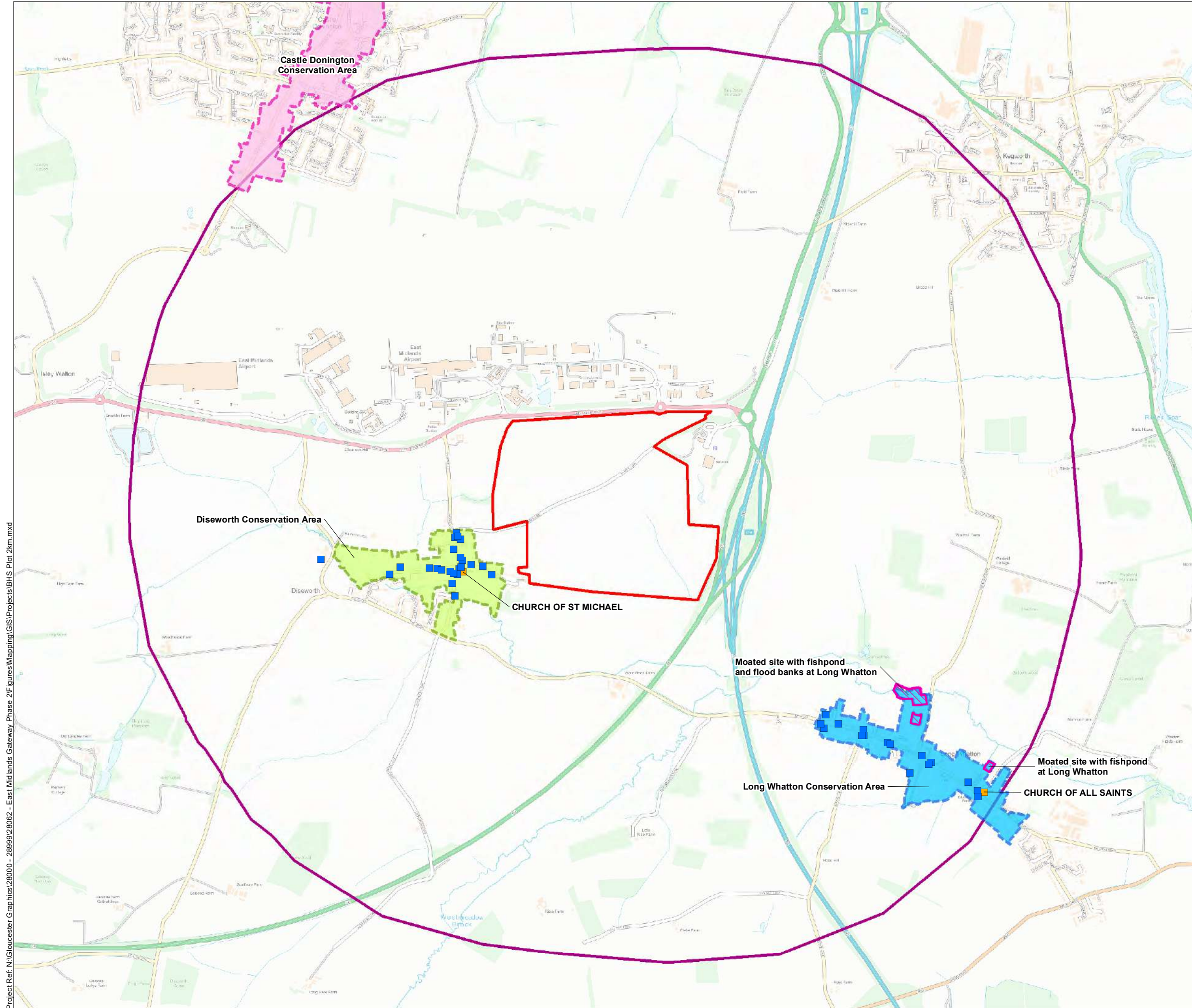


0 200 400m  
Scale at A4: 1:15,000



Figure 1

Site Location and Built Heritage Assets



**Legend**

- Site Boundary
- 2km search radius
- Designated Heritage Assets:**
- Scheduled Monuments
- Listed Buildings**
- II\*
- II
- Conservation Areas**
- Castle Donington
- Diseworth
- Long Whatton

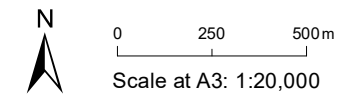


Figure 2  
Designated Heritage Assets



PROJECT NAME	East Midlands Gateway Phase 2 – Transport Position Statement		
DOCUMENT NUMBER	EMG2-BWB-GEN-XX-RP-TR-0008	BWB REF	220500
AUTHOR	Matt Corner	STATUS	S2
CHECKED	Paul Wilson	REVISION	P4
APPROVED	Matt Corner	DATE	01/03/2024

## 1. EXECUTIVE SUMMARY

This Position Statement has been prepared to support representations to the North West Leicestershire District Council Proposed Policies and Site Allocations Consultations dated February 2024 by summarising the extensive transport work undertaken on the East Midlands Gateway Phase 2 development (EMGP2).

BWB has been in scoping discussions with the Transport Working Group (TWG) since April 2022. As part of this ongoing consultation, a Sustainable Transport Strategy and Travel Plan have been produced with the aim of reducing the number of car trips generated by the development altogether by encouraging sustainable travel, all of which will help to minimise the impacts of the EMGP2. This strategy will follow the success at East Midlands Gateway Phase 1, which has had significant achievements in modal shift away from private car travel. BWB has also completed a significant amount of strategic and detailed transport modelling work to understand the impacts of the EMGP2 development on the surrounding highway network.

The initial results show that, in the absence of any mitigation, the highway network between M1 Junction 24 and M1 Junction 23a/Finger Farm roundabout, in particular, is expected to be experience some stress leading to potential for congestion and queueing at peak hours.

It is therefore proposed that a mitigation strategy is required, to include physical infrastructure improvements along this section of the network which will create additional capacity to sufficiently accommodate the proposed traffic generation from the site. Initial schemes have already been designed for certain junctions, which will be coded into the strategic modelling to understand the wider benefits.

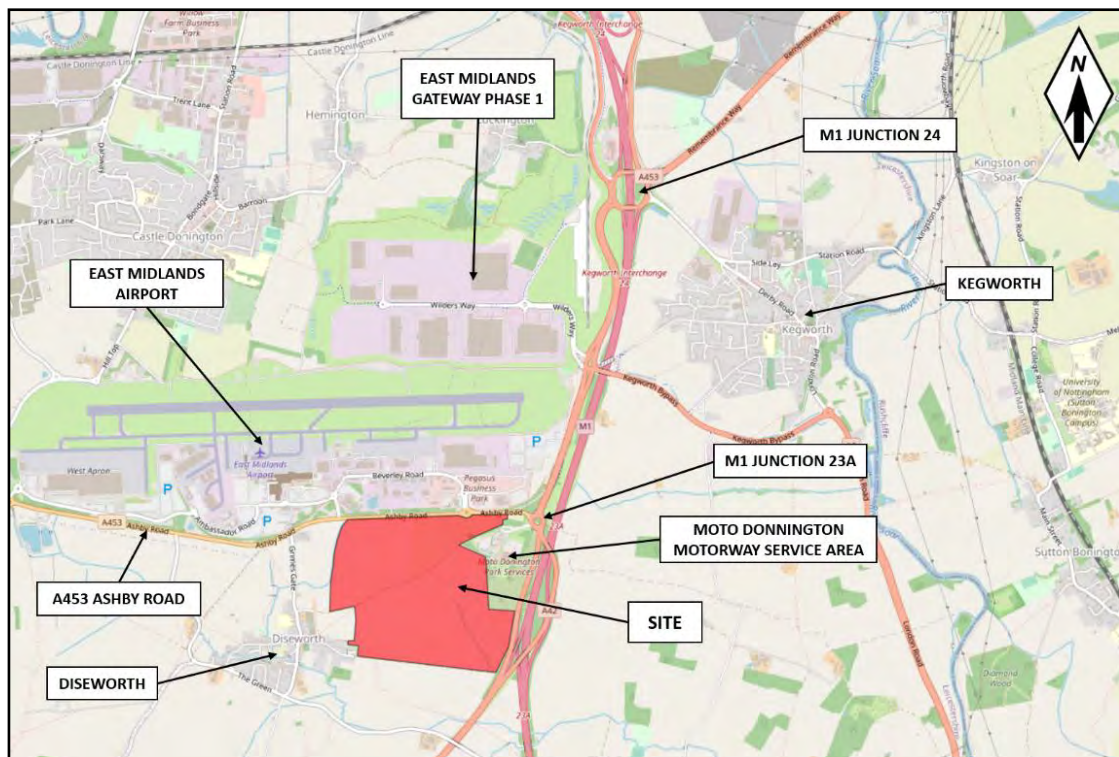
Therefore, it is considered that the traffic impacts of the EMGP2 development can be mitigated through both physical infrastructure improvements and softer travel planning measures to ensure that there are no significant safety or capacity impacts on the highway network and hence the proposals should be acceptable in highways terms. This takes into consideration that the site also has a number of significant benefits in that it is:

- i) located in close proximity to EMG Phase 1 and East Midlands Airport
- ii) within the Freeport and under the management of SEGRO, with the ability to use air and rail transport, in addition to other sustainable modes of transport, and hence not just reliant on the Strategic Road Network.

## 2. INTRODUCTION

2.1 Since April 2022, BWB Consulting Ltd (BWB) has been providing highways and transportation advice on a Phase 2 expansion of the East Midlands Gateway (EMGP2) employment development, located to the south of East Midlands Airport near the village of Diseworth, Leicestershire. The site is being proposed for 300,000sqm of B2/B8 industrial development and forms part of the Government's East Midlands Freepoint initiative. Figure 1 shows the site, which is sustainably located.

Figure 1. EMGP2 Site Location



2.2 North West Leicestershire District Council's (NWLDC) 'Preferred Options' consultation includes EMGP2 as a 'potential location' for strategic employment development. This Position Statement has been prepared to support representations to the Proposed Policies and Site Allocations Consultations dated February 2024 by summarising the extensive transport work undertaken to date and the subsequent next steps, seeking to demonstrate how there are not expected to be any significant impacts that cannot be mitigated and how the site can provide opportunities for sustainable travel.

2.3 Section 5 of the draft Preferred Options document provides details on the East Midlands Freepoint sites and from a transport perspective states that key planning considerations include:

*"In view of the site's location and the level of traffic that could be generated, it will be important to understand the likely impact on the road network, including both J23a and J24 of the M1"*

2.4 This Transport Position Statement adopts the following structure:

- Section 2 summarises the detailed transport work completed to date, including scoping discussions, developing the sustainable transport strategy, and modelling work.
- Section 3 outlines the next steps and the initial strategy for mitigating any significant transport impacts generated by the EMGP2 development, as well as the sustainable transport strategy.
- Section 4 summarises this Transport Position Statement and concludes that the site is suitable to be allocated in the NWLDC new Local Plan from a transport perspective and sufficient comfort is provided at this stage that any highways impacts can be suitably mitigated.

### 3. WORK UNDERTAKEN TO DATE

#### Scoping Discussions

- 3.1 Extensive pre-application discussions have been on-going with the 'Transport Working Group' (TWG) since April 2022. This consists of key statutory highway authorities including Leicestershire County Council (LCountyC – local highway authority) and National Highways (NH), along with neighbouring authorities including Derbyshire County Council (DCountyC), Nottinghamshire County Council (NCountyC), Leicester City Council (LCityC), Nottingham City Council (NCityC) and Derby City Council (DCityC).
- 3.2 BWB produced a Scoping Note to set out initial parameters for the Transport Assessment, which was followed by monthly meetings with the TWG to start the pre-application process, with minutes circulated summarising the discussions and actions. Key milestones are recorded on a programme, which logs agreements and provides the TWG with approximate timescales for when new information is to be submitted. Meetings have also been scheduled for the remainder of 2024 following the most recent meeting held on 8 February 2024. The following bullet point list summarises the key agreements made to date with the TWG.
- The B2 and B8 trip rates and corresponding EMGP2 development traffic generation.
  - That the proposed development would be served by two points of access from the A453 opposite East Midlands Airport, which at this stage, are expected to be in the form of roundabouts (although there is scope to provide signals if ultimately deemed necessary).
  - The strategic transport impacts will be tested using the East Midlands Freeport Model (EMFM), derived from a cordon of the wider Pan Regional Transport Model (PRTM), managed by AECOM on behalf of LCountyC.
  - The EMFM model has undergone a detailed base model review confirming it validates well against surveyed flows and journey time information.
  - The details within the EMFM proforma, including the opening and future assessment years, development traffic distribution methodology, uncertainty log information/ planning data assumptions and modelling scenarios.

- The EMFM has been run by AECOM who have provided a Forecasting Report summarising the results as well as various outputs for BWB to use in the Transport Assessment.
- A Walking, Cycling and Horse-Riding Assessment and Review (WCHAR) has been completed which will feed into the design of off-site infrastructure improvements.
- The use of VISSIM to test the key strategic junctions, with the base model fully validated and agreed.
- The furnishing methodology to derive forecast traffic flows from the EMFM for input into the detailed VISSIM and Junctions 10/LinSig models.
- A minimum study area has been agreed and initial model runs have been undertaken to understand where mitigation could be required.
- Consideration of a 'sensitivity test' assessing the cumulative impacts of the wider East Midlands Freeport and Isley Woodhouse development.

### Sustainable Transport

- 3.3 Softer measures are being explored to reduce the amount of traffic generated by EMGP2 and hence the impacts.
- 3.4 Integrated Transport Planning (ITP), the Travel Plan Co-ordinator of EMG Phase 1, have produced draft Sustainable Transport Strategy and Framework Travel Plan documents for EMGP2. The aim is to ensure that infrastructure is delivered to provide future occupiers with opportunities to use sustainable modes of travel and to provide a range of incentives that encourage the take up of the sustainable modes over private car use, all of which will help in reducing the impacts of the EMGP2 development.
- 3.5 To date, the following infrastructure improvements are being considered as part of the EMGP2 proposals:
- Delivery of a new footway/cycleway along the A453 connecting EMG Phase 1 with EMGP2.
  - Footway/cycleway infrastructure within the site itself connecting to each of the units and to the A453, with suitable crossing facilities on the A453 itself.
  - Improvements to Hyam's Lane, a registered Public Right of Way that bisects the site, including resurfacing and provision of low-level lighting. There would be multiple connections to the site from Hyam's Lane along the key desire lines.
  - Providing a new purpose-built bus interchange within the site which would be served by existing public services as well as an internal shuttle bus.
- 3.6 The Travel Planning work undertaken at EMGP1 has had significant success in reducing staff car trips. From the most recent surveys, the current mode share of single occupancy car travel is approximately 48%, with car sharing having a 25% mode share and bus travel at a 24% mode share. Given the success at EMG Phase 1 and the similarities in the two schemes, ITP are adopting a similar approach to EMGP2. A strategy has been agreed to provide a purpose-built bus interchange within the development, which will include dedicated bays for commercial bus services to call at, as well as dedicated on-site shuttle services that will call at the interchange and transfer staff and



visitors to the main part of the development. Trent Barton have confirmed that they would be open to diverting an existing service into the development.

- 3.7 There will also be cycle hire at the bus interchange for staff and visitors to use as a coordinated journey with public transport. Significant emphasis will therefore be placed on encouraging car share, particularly for shift-based staff, to reduce the number of cars travelling to the site each day.
- 3.8 The above therefore relates to the Arup NWLDC Infrastructure Delivery Plan: Part 1: Baseline Infrastructure Capacity Report dated September 2022 which states that from an Active Travel Planning perspective “development would provide options to develop the network of active travel routes between Castle Donington, Kegworth, the East Midlands Gateway and East Midlands Airport, partly mitigating potential impacts on the highway network”.
- 3.9 The report also states that with regards to bus services “development would provide a modest boost to the usage and viability of bus services to and within Castle Donington, and could provide a limited amount of funding for capital improvements that further boost the attractiveness of services. In our discussions with Erewash Borough Council, the ongoing improvement of bus services between East Midlands Airport, Castle Donington and Long Eaton were highlighted as priorities”.
- 3.10 It is also important to note that in addition to the site's excellent location to the strategic highway network, the site also benefits from close proximity and access to the rail freight terminal at East Midlands Gateway and air freight facility at East Midlands Airport. This will help achieve net zero targets by reducing HGV traffic generation and increasing the volume of freight traffic travelling by rail and air. This modal shift is already apparent on East Midlands Gateway with both Amazon and Kuehne and Nagel already using both the rail and air freight facilities available.

#### Strategic Transport Modelling

- 3.11 A significant amount of strategic modelling has been completed using the EMFM. This began in November 2022, initially with AECOM undertaking a base year model review, concluding that the EMFM validates well and is suitable to test the impacts of the EMGP2 development.
- 3.12 A Forecasting Report was issued in April 2023 summarising the EMFM modelling results. This identified potential for congestion during the peak hours around the strategic roads between M1 Junction 24 and M1 Junction 23a/Finger Farm roundabout which could have knock on impacts elsewhere on the network with vehicles seeking to avoid the congested parts of the network.
- 3.13 Highway mitigation will primarily be focussed at M1J23a/Finger Farm Roundabout and M1 Junction 24. The purpose of focusing mitigation at the above junctions is to draw development traffic that is currently predicted to re-route elsewhere back to the Strategic Road Network and to limit the impacts of the development on the most sensitive parts of the network, including local villages.

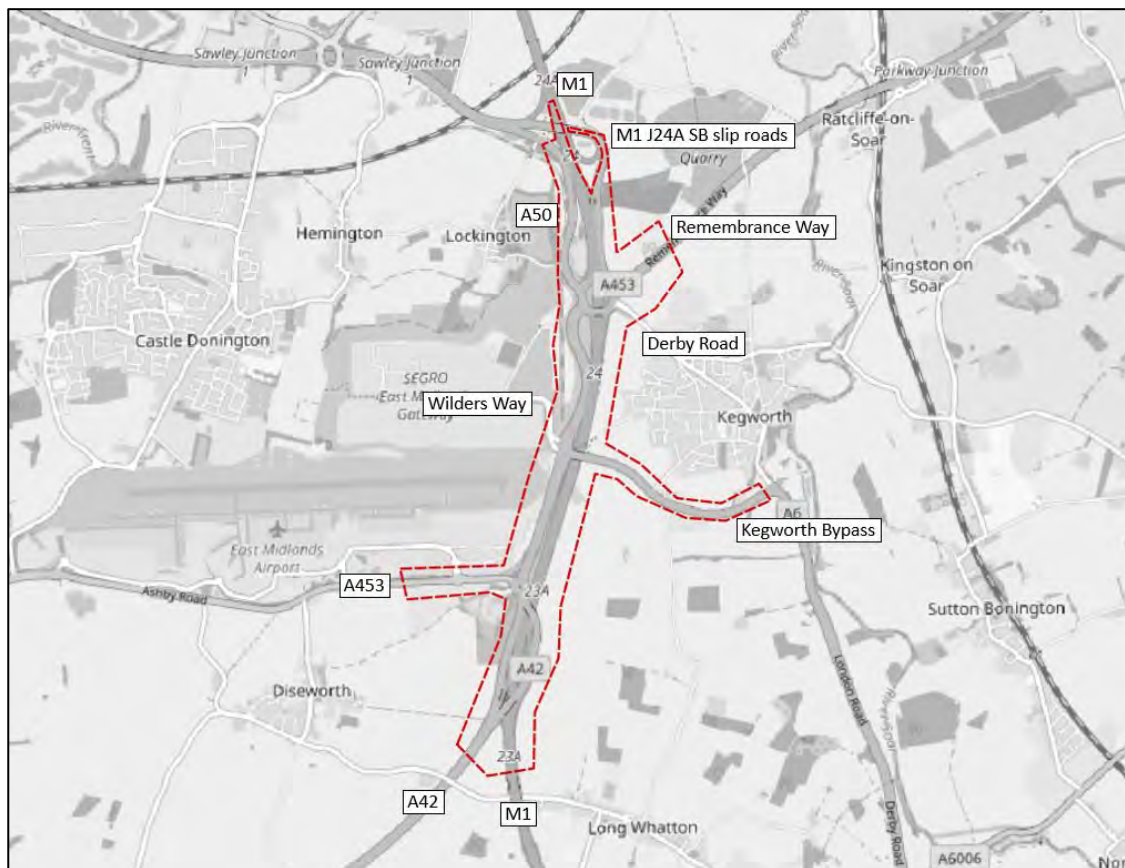
3.14 M1J23a is also referenced in the Arup NWLDC Infrastructure Delivery Plan report which states that “a priority for National Highways that has been included as part of its Roads Investment Strategy pipeline is a scheme to provide extra capacity to the M1 between Junctions 21 and 23A – a stretch partly within North West Leicestershire. As set out in the Road Investment Strategy 2 (March 2020), these works are anticipated to enter development before 2025”.

#### VISSIM Modelling

3.15 Given the proximity of the site and the potential for congestion identified within the EMFM during the peak hours, it has been agreed that the following five junctions are modelled using microsimulation VISSIM modelling. This aligns with the advice in the draft ‘Preferred Options’ document which highlights the importance of understanding traffic impacts at these locations (Figure 2 shows the VISSIM network area):

- A453/Site Access Roundabout
- A453/Hunter Road Roundabout
- Finger Farm Roundabout
- A453/EMGP1 Signal Gyratory
- M1 Junction 24

Figure 2. VISSIM Network Area



- 3.16 A VISSIM network model of base year 2012 was originally produced to support EMG Phase 1. The model has been cordoned and re-validated to a base year of 2022 using new survey data and the results were combined within a Local Model Validation Report. The TWG confirmed that the VISSIM model calibrates well against surveyed data, in line with industry standard guidelines. Therefore, the VISSIM model will provide a thorough assessment of the future performance of these key junctions and form the basis for any subsequent mitigation.

#### Individual Junction Modelling

- 3.17 The remaining junctions within the study area will be modelled using industry standard software within Junctions 10 (priority junctions and roundabouts) and LinSig (signal-controlled junctions). All models have been built and validated with the results combined in a Base Model Validation Note confirming they all accurately reflect the survey results. The Base Model Validation Note was issued to the TWG in January 2024 and BWB are liaising with the TWG on the subsequent responses received.

#### Summary

- 3.18 The above details have summarised the significant amounts of transport work completed to date and key milestones that have been agreed with the TWG. The vast majority of the EMFM modelling has been completed, which sets the foundations for BWB to undertake the detailed VISSIM and Junctions 10/LinSig modelling to understand where the key traffic impacts are expected to occur and where mitigation should be focussed. At this stage, the focus is likely to be along the A453 corridor between M1 Junction 24 and M1 Junction 23a/Finger Farm. BWB should have an initial understanding of mitigation requirements and have preliminary schemes designed by March/April 2024, which will be shared with the TWG and developed before being finalised.

## 4. NEXT STEPS

#### Sustainable Transport

- 4.1 The sustainable transport strategy set out for the site in the above section will be developed further. This will take into consideration the fact that employees and visitors at site will have the ability to use sustainable modes of transport to travel to and from it, and hence will not just be reliant on travelling by car.

#### EMGP2 Modelling

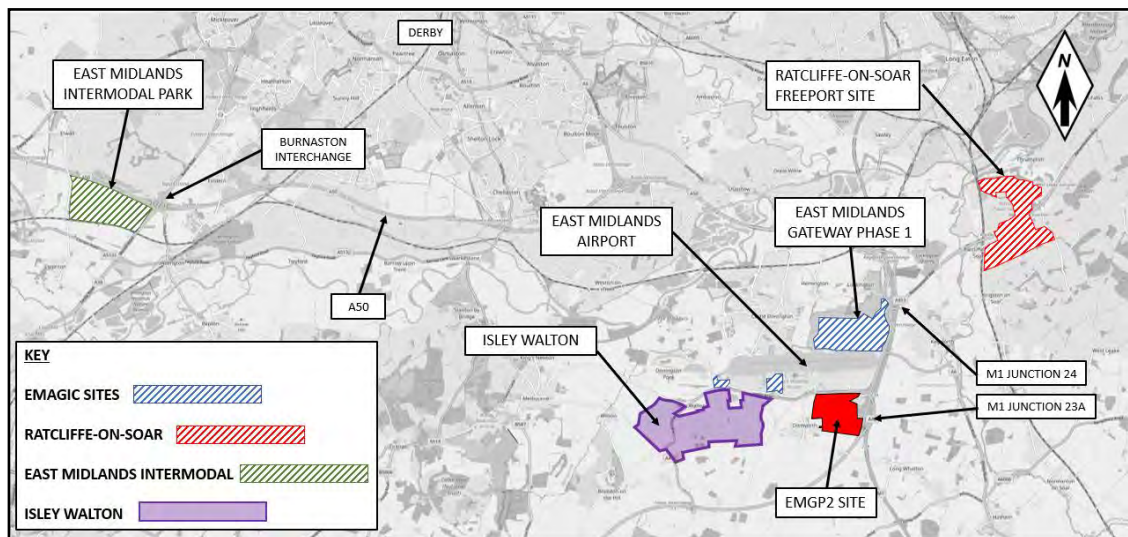
- 4.2 The last TWG meeting took place in February 2024 to discuss the next steps. This will include key tasks such as the following:
- Running the future forecast traffic flows within the VISSIM and Junctions 10/LinSig models to understand capacity levels and where mitigation is required to address any significant impacts generated by EMGP2).
  - Producing initial schemes of mitigation to address the impacts of the EMGP2 development, whilst drawing traffic back to the Strategic Road Network

- Once an agreement has been made with the TWG on the initial mitigation strategy, the designs will be coded into the EMFM to understand the wider benefits on the network. There is likely to be a need for amendments to the mitigation designs to ensure the benefits are maximised and so this will be an iterative process in collaboration with the TWG. The final schemes would then undergo Stage 1 Road Safety Audits and WCHAR Reviews.
- The mitigation identified for EMGP2 can then be built upon when looking at the impacts of the wider East Midlands Freeport and Isley Woodhouse developments.

### Wider Cumulative Modelling

- 4.3 The focus of BWB's work to date has been on the Transport Assessment for the EMGP2 development. The TWG has stressed the importance of running a sensitivity test assessment that includes the wider East Midlands Freeport and Isley Woodhouse sites.
- 4.4 Whilst BWB are committed to doing this, it is understood that AECOM has recently been appointed by NWLDC to assist with developing its new Local Plan transport needs evidence base and consider the likely impacts of the preferred spatial growth option, which includes these developments. It is understood that funding is being made available for subsequent detailed modelled and identification of mitigation requirements to accommodate the cumulative impacts of all developments, including EMGP2. The locations of the East Midlands Freeport and Isley Woodhouse sites are shown on Figure 3.

Figure 3. Locations of East Midlands Freeport Sites



- 4.5 A base model review of the EMFM network has been undertaken and a report issued confirming that the level of validation meets industry standard criteria and hence the EMFM is suitable to inform the next stages of the assessment work. The programme suggests that by the end of Q3 2024, the EMFM modelling will be complete so that mitigation can be explored, which could build on the schemes identified by BWB as part of the EMGP2 development. Hence, there are plans in place to look at each site

cumulatively and ensure that infrastructure can be delivered to accommodate the planned growth in the area, with BWB assisting where necessary.

## 5. SUMMARY

- 5.1 This Position Statement has summarised the transport work completed to date on the EMGP2 development and set out the next steps to be.
- 5.2 In summary, the TWG has been formed since April 2022 and since this time a large number of key milestones have been reached in agreeing key parameters for the Transport Assessment. A significant amount of strategic and detailed junction modelling has been undertaken, including building a new VISSIM model to test the key junctions along the A453 corridor up to M1 Junction 24.
- 5.3 Initial schemes of mitigation are being considered for mitigating the EMGP2 impacts on the Strategic Road Network, which would then need to be tested in the EMFM and revised as part of an iterative process.
- 5.4 A detailed Sustainable Transport Strategy and Framework Travel Plan have also been produced to reduce the number of car trips generated by EMGP2 which would further lessen the impacts on the road network. This will build on the success achieved at EMGP Phase 1 and take into consideration the fact that employees and visitors at site will have the ability to use sustainable modes of transport to travel to and from it, and hence will not just be reliant on travelling by car and Strategic Road Network.
- 5.5 Further work is also being undertaken by NWLDC as part of the new Local Plan, which includes transport modelling of the East Midlands Freeport and Isley Woodhouse developments. This will be followed by a package of mitigation aimed at addressing the impacts of all planned development in the local area, which could build on the schemes produced for EMGP2.
- 5.6 Overall, the significant amount of work undertaken to date shows the progress that has been made on the EMGP2 development. There are options in place for mitigating the impacts of the development through physical infrastructure improvements and softer Travel Planning measures. There is also work in place through NWLDC to consider the traffic impacts cumulatively with the other East Midlands Freeport and Isley Walton sites.
- 5.7 Hence, it is considered that the EMGP2 represents sustainable development in a suitable location that, with appropriate mitigation, would not have any significant impacts on the surrounding highway network.
- 5.8 As a result, the site is suitable for an employment allocation within NWLDC's new Local Plan from a transport perspective and sufficient comfort should be provided at this stage of the process that any highways impacts can be suitably mitigated.

## ENVIRONMENT

SEGRO

East Midlands Gateway 2

Land South of East Midlands Airport

Summary Note: Flood Risk and Drainage

January 2024

Document Number:	EMG2-BWB-ZZ-XX-RP-YE-0003_SN1
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P02	24/01/24	S2	Robin Green BSc (Hons)	Craig Crowe BSc (Hons) MSc GradCIWEM	Claire Gardner BSc (Hons) MSc MCIWEM C.WEM ACMI fCMgr

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## EXECUTIVE SUMMARY

This Summary Note has been prepared to support representations to the Draft Local Plan Consultation dated February 2024 with a focus on - Proposed Housing and Employment Allocations consultation document. An overview of the potential sources of flood risk and proposed mitigation measures at the East Midlands Gateway 2 development site are provided.

The Environment Agency (EA) Flood Map for Planning shows the site to be located entirely within Flood Zone 1, this is land at a low probability of flooding from rivers and the sea.

The nearby village of Diseworth has experienced numerous recent flood events. These events prompted Leicestershire County Council (LCC) to commission the production of the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study, with an accompanying Integrated Catchment Model.

The LCC detailed hydraulic model confirms that the fluvial floodplain largely remains within bank past the site, it also identifies that public sewers and the neighbouring East Midlands International Airport drainage infrastructure do not pose a flood risk at the site. There is the potential for surface water overland flow pathways to form over the site. However, these are generally relatively shallow and are a product of runoff from within the site itself, rather than being driven by runoff from upstream third-party land.

The minor flood risk posed by the shallow surface water runoff will be addressed through the implementation of a surface water drainage strategy. The drainage strategy will be designed to intercept and store rainwater falling on the development, before discharging it to the local watercourse at the equivalent annual average runoff rate. In a typical rainfall event, this will mimic the existing runoff rate from the site, but in larger storm events this will represent a reduction in runoff, thereby providing a reduction in downstream flood risk.

Additionally, the drainage strategy seeks to direct all surface water from the development to a minor watercourse located in the southern-eastern corner of the site, this means that all surface water runoff from the development will be discharged downstream of the village of Diseworth.

The surface water drainage principals have been built into the integrated Long Whatton & Diseworth hydraulic model, which predicts a reduction in equivalent downstream flood depths. The benefits are most pronounced under large storm events on the Hall Brook through Diseworth, because runoff is now directed away Diseworth; and on the Diseworth Brook upstream of the A42 embankment, because surface water runoff from the development area is now attenuated at the QBAR rate.

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## 1. INTRODUCTION

- 1.1 This Summary Note has been prepared to support representations to the Draft Local Plan Consultation dated February 2024 with a focus on - Proposed Housing and Employment Allocations consultation document.
- 1.2 The site is located to the south of East Midlands International Airport (EMIA) and Ashby Road (A453). Donnington Park Services are located immediately adjacent to the north-east corner of the site. The A42 and the M1 are located off the eastern boundary. The south of the site is bound by Long Holden public byway with agricultural fields beyond. The west of the site is also bound by agricultural fields. The village of Diseworth is located approximately 150m to the south-west of the site. A public byway, known as Hyam's Lane, bisects the site from southwest to northeast.
- 1.3 The site location and generalised topography, derived from Environment Agency (EA) Light Detection and Ranging (LiDAR) data, are illustrated within Figure 1.1.

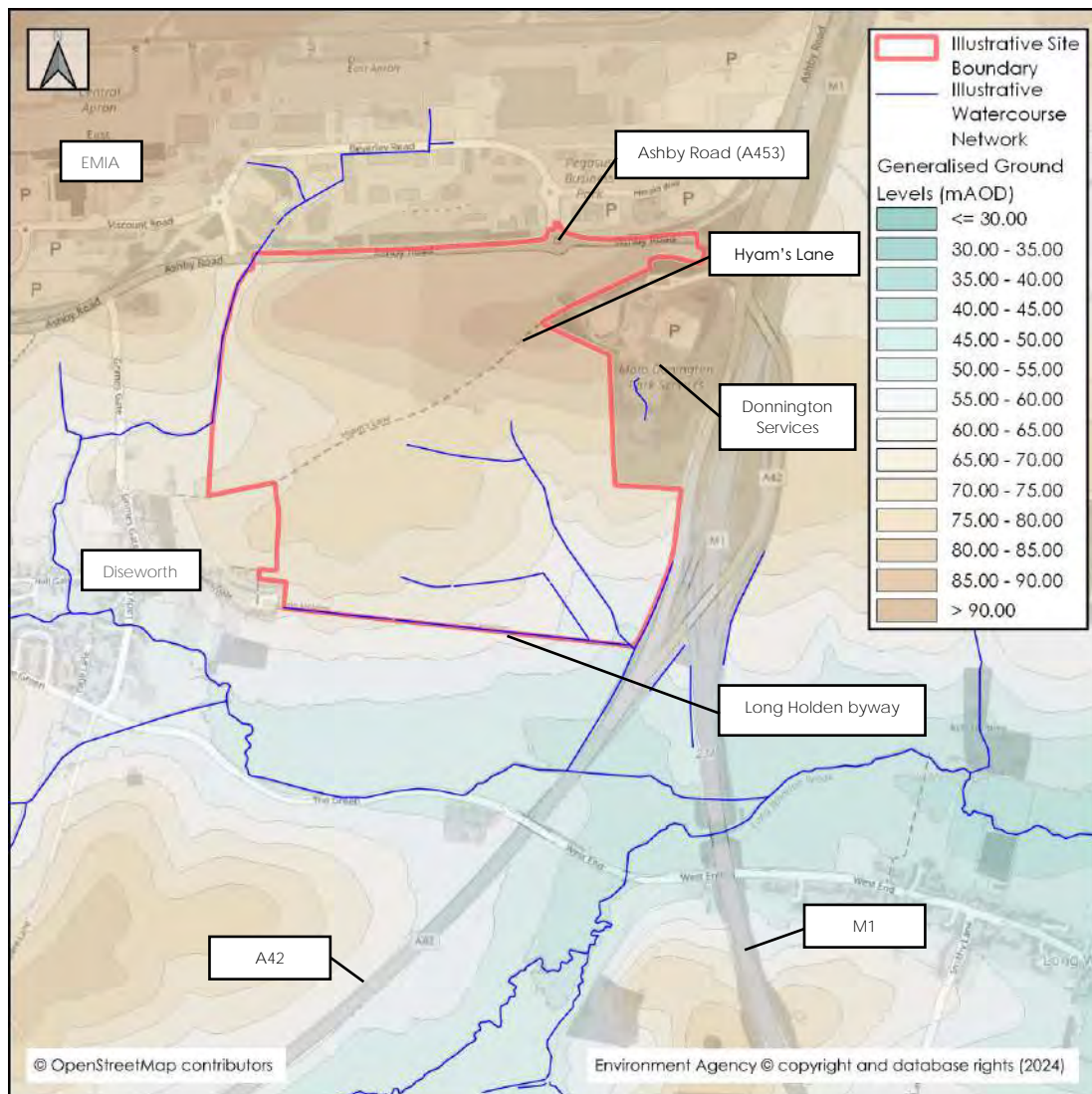


Figure 1.1: Site Location and Generalised Topography



## 2. SOURCES OF FLOOD RISK

Fluvial, Surface Water, and Sewer Flood Risk

- 2.1 The EA Flood Map for Planning shows the site to be located entirely within Flood Zone 1 ; this is land at a low probability of flooding from rivers and the sea. As shown in Figure 2.1, the nearest Flood Zone extents are located approximately 260m south of the site and are associated with the Diseworth Brook.

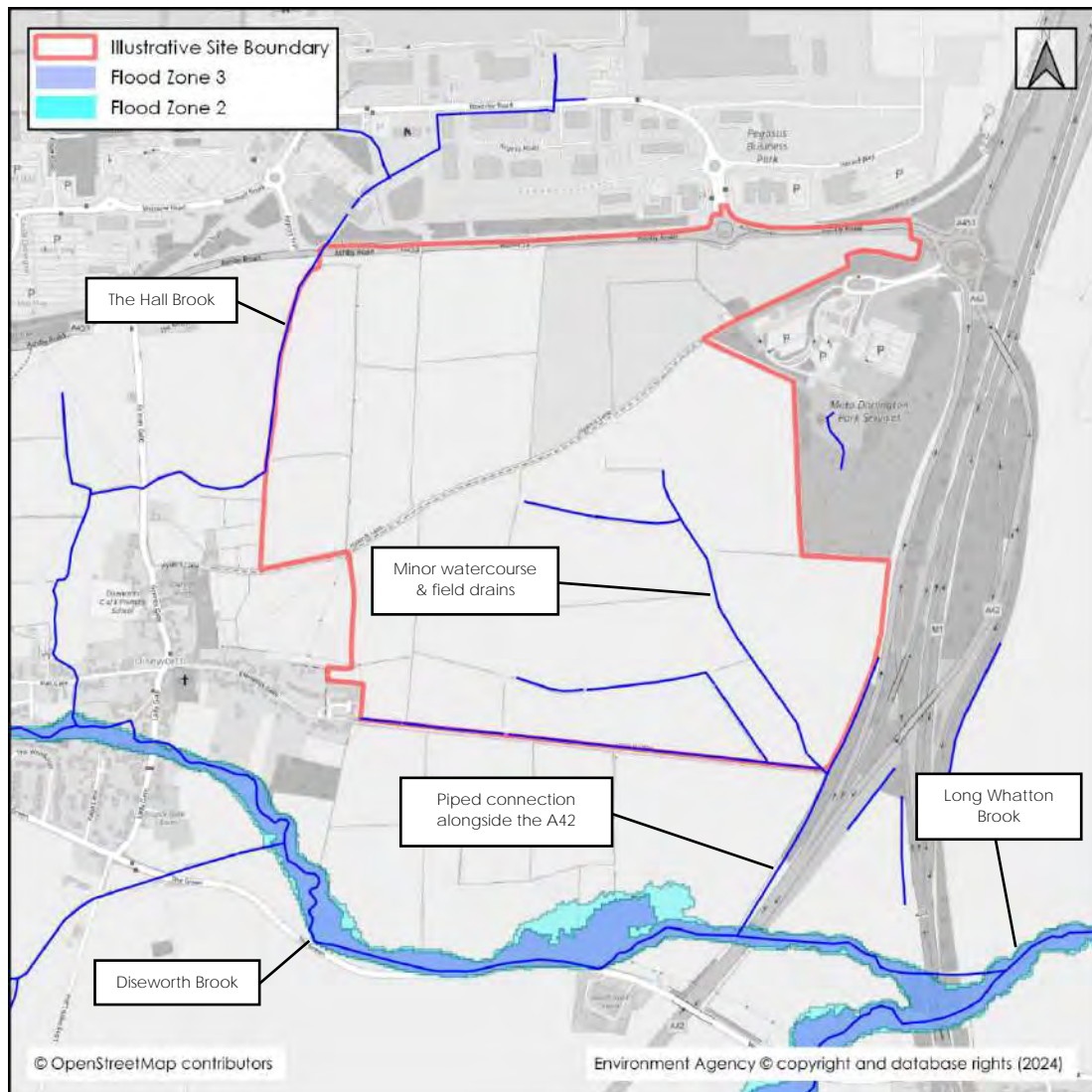


Figure 2.1: Flood Map for Planning

- 2.2 The Hall Brook flows along a portion of the western boundary before flowing in a south-westerly direction to its confluence with the Diseworth Brook, approximately 500m southwest of the site. A minor watercourse and series of field ditches are present in the southeast corner of the site. These exit the site via a piped outfall (500mm diameter) to larger pipe system (525mm to a 700mm diameter) which runs alongside the A42 and outfalls to the Diseworth Brook beneath the A42 road bridge.

- 2.3 A 375mm diameter public surface water sewer is also present in the east of the study site. This runs in parallel to the piped watercourse between the Donnington Park Services and the Diseworth Brook, outfalling just upstream of the A42 culvert. A public foul water rising main is shown to flow along Hyam's Lane in a north-easterly direction. The rising main originates from a pumping station to the west off Grimes Lane and enters a public foul water gravity sewer to the north of the site beyond Ashby Road.
- 2.4 The site falls across two topographical catchments roughly separated by Hyam's Lane. The northern catchment falls in a westerly direction and towards the Hall Brook, the southern catchment falls in a southeasterly direction and towards the Diseworth Brook.
- 2.5 It is reported that the village of Diseworth has experienced historical flooding, most recently in 2000, 2012, 2017, 2018, 2019 and 2020. There are also reports of high flows occurring in January 2024. The past events prompted Leicestershire County Council (LCC) to commission the production of the Diseworth and Long Whatton Catchment Study<sup>1</sup> and subsequently the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study<sup>2</sup>. To inform the latter, a bespoke 1D-2D InfoWorks Integrated Catchment Model was produced to identify flood depths, extents and mechanisms within the catchment. The model combines fluvial, surface water, private drainage (including the EMIA), highway drainage, and public sewers sources, to provide a holistic appraisal of potential flood risk in the catchment.
- 2.6 LCC provided a copy of the hydraulic model to allow assessment of flood risk at the site. The model was updated to include additional site-specific detail from the topographical survey as well as a CCTV survey of the public sewer and piped watercourse in the east of the site.
- 2.7 Modelled baseline flood outlines are presented within Figure 2.2.
- 2.8 The hydraulic modelling has shown that the Hall Brook floodplain is contained to its channel next to the site during all modelled events, confirming that the site is at a low fluvial flood risk. Additionally, the local public sewer network and the EMIA drainage is not predicted to affect the site.
- 2.9 The modelling has identified that, in the 1 in 100-year storm event and above, there is the potential for surface water overland flow pathways to form over the site. However, these are relatively shallow and generally of a low flood hazard. For example, at the 1 in 100-year +40% design event the overland flows are generally between 0.05 to 0.15m deep. Greater depths and hazards only occur within low-lying areas, such as in the drainage channels and the minor watercourse. Importantly, the overland flow pathways are shown to predominately originate from within the site itself - there are no significant overland flow pathways passing through the site from upstream third-party land. Therefore, this source of flood risk can be resolved through developing the site and implementing appropriate drainage measures.

<sup>1</sup> Diseworth and Long Whatton Catchment Study (URS, January 2014)

<sup>2</sup> Long Whatton & Diseworth Flood Risk Mitigation & Resilience Study (Arcadis Consulting (UK) Limited, August 2020)

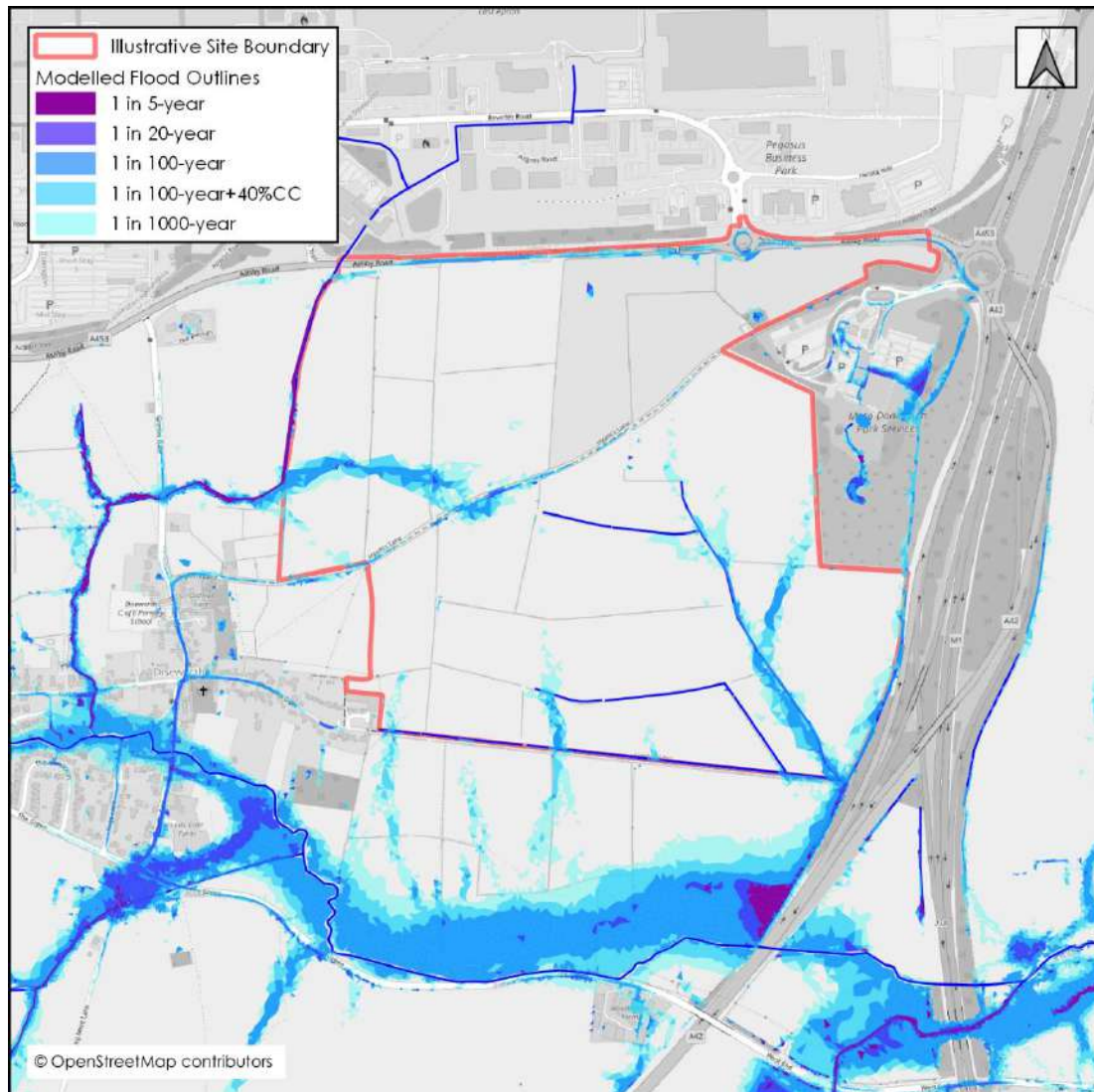


Figure 2.2: Baseline Modelled Flood Outlines

### Groundwater Flood Risk

- 2.10 The LCC Strategic Flood Risk Assessment (SFRA)<sup>3</sup> does not include groundwater flood risk mapping. However, while the site does not fall within Nottinghamshire, the Greater Nottingham SFRA<sup>4</sup> includes groundwater susceptibility mapping that provides coverage at the site. This data suggests that the site falls within an area where 25% to 50% of the land is potentially susceptible to groundwater flooding. The site is relatively elevated in comparison to the surrounding area, and it is raised above the nearby watercourses and floodplains. Therefore, the land identified to be potentially susceptible to groundwater flooding is most likely to be associated with the low-lying areas around the site, such as the Diseworth Brook floodplain.
- 2.11 Intrusive ground investigations have been undertaken by Fairhurst in 2023 which have identified that the underlying bedrock geology is comprised predominantly of mudstone with siltstone and sandstone horizons. Based on the underlying geology

<sup>3</sup> Strategic Flood Risk Assessment Update (Atkins, June 2015) & Strategic Flood Risk Assessment Climate Change Addendum (Atkins, November 2016)  
<sup>4</sup> Greater Nottingham Strategic Flood Risk Assessment Addendum (AECOM, September 2017)

across the site it is anticipated that there will be limited infiltration potential for surface water.

- 2.12 It was reported that the ground investigations found the minor watercourse in the site to be dry throughout the works, and that the monitoring identified groundwater levels were generally lower than the bed of the watercourse. Therefore, the minor watercourse is likely to be seasonally dry, with its main purpose to drain surface water runoff from the adjacent fields. Groundwater levels across the site were found to be between 4.60-19m below ground level.
- 2.13 Based on the low permeability of the geology, the local topography, and the measured depth of groundwater, the risk of groundwater emergence in the site is considered to be low. Any potential emergence would most likely occur in the low-lying river valleys and floodplains of the Hall Brook and Diseworth Brook.

#### Flood Risk from Reservoirs & Large Waterbodies

- 2.14 Flooding can occur from large waterbodies or reservoirs if they are impounded above the surrounding ground levels or are used to retain water in times of flood. Although unlikely, reservoirs and large waterbodies could overtop or breach leading to rapid inundation of the downstream floodplain.
- 2.15 To help identify the area potentially at risk, reservoir failure flood risk mapping has been prepared by the EA, this shows the largest area that might be flooded if a reservoir were to fail and release the water it holds. The map displays a worst-case scenario and is only intended as a guide. An extract of the mapping is shown in Figure 2.3.
- 2.16 There are two flooding scenarios shown on the reservoir flood maps: a 'dry-day' and a 'wet-day'. The 'dry-day' scenario predicts the flooding that would occur if a dam or reservoir failed when rivers are at normal levels. The 'wet-day' scenario predicts how much worse the flooding might be if a river is already experiencing an extreme flood.
- 2.17 There is shown to be a slight encroachment of 'dry day' and 'wet day' reservoir failure extents in the very west of the site. The flood extents are associated with the Central East Area Balancing Pond of the EMIA. The reservoir is operated and maintained by EMIA who have ultimate responsibility for the safety of their reservoir assets. Their responsibilities include regular safety inspections, any necessary design or repairs undertaken where required and an annual statement produced on the operation and maintenance regime. Based on the safety legislation in place and the maintenance and repair responsibilities of EMIA, the actual probability of a significant failure is considered to be low.
- 2.18 No built development is proposed within the reservoir failure floodplain. Therefore, it does not pose a flood risk to the development.

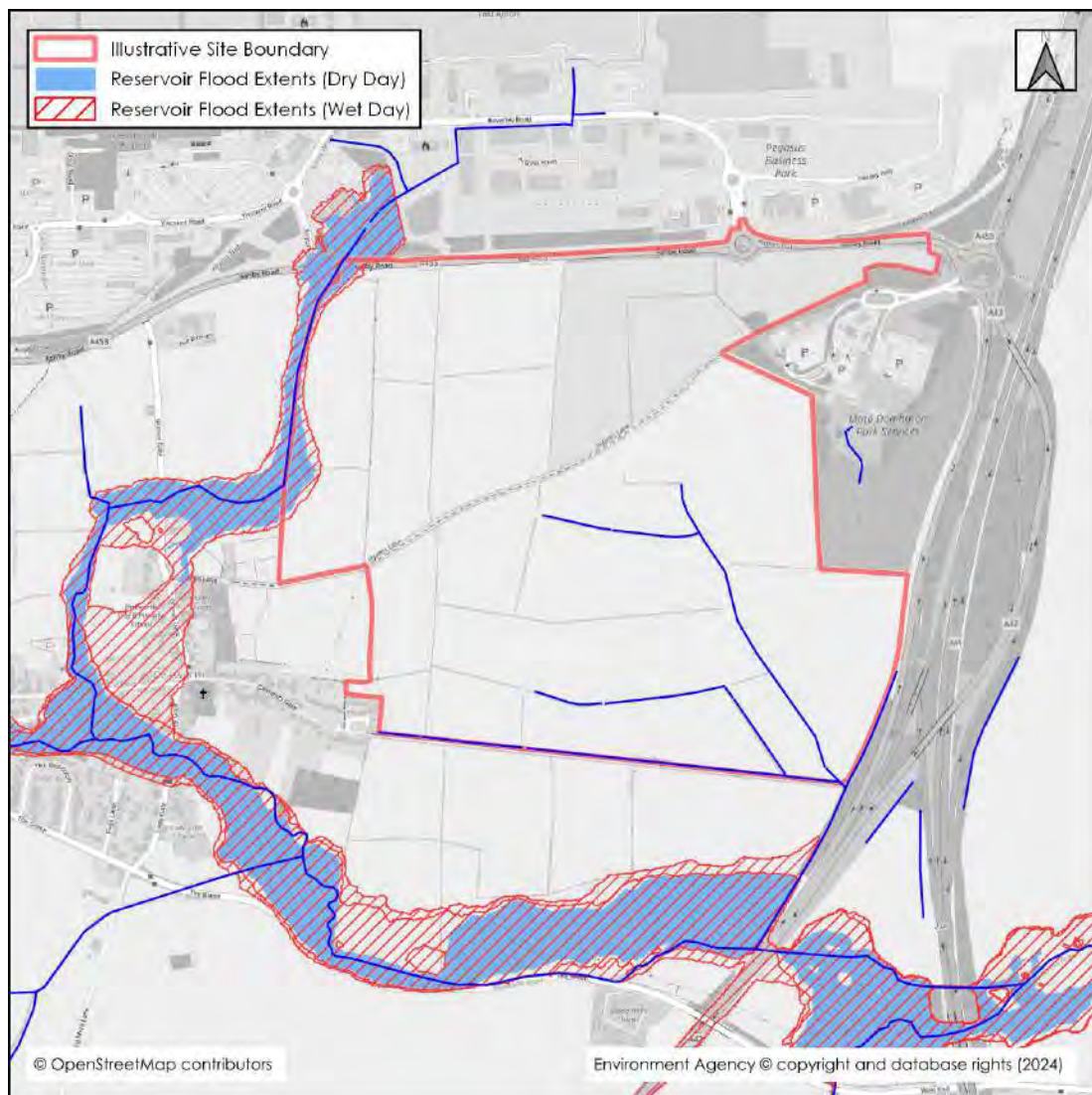


Figure 2.3: Reservoir Failure Flood Mapping

### Summary

- 2.19 The risk of flooding from all potential sources is considered to be low and should not pose a barrier to development, subject to appropriate management of surface water runoff.

### 3. FLOOD RISK MITIGATION

#### Surface Water Drainage Strategy – Quantity

- 3.1 The proposed development aims to address the minor flood risk posed by shallow surface water flows routes through the implementation of a surface water drainage strategy. The drainage strategy will be designed to intercept and store rainwater falling on the development before releasing it to the downstream watercourse.
- 3.2 The drainage strategy will include a restricted surface water discharge rate, limiting runoff to the annual average runoff rate (QBAR). In a typical rainfall event, this will mimic the existing peak runoff rate from the site. However, in larger storm events, up to and including the design event, this will represent a reduction in peak flows leaving the site, thereby providing a reduction in flood risk downstream.
- 3.3 The excess surface water runoff will be stored within the development. The drainage infrastructure will be designed to accommodate storm events up to and including the 1 in 100-year storm with an uplift to reflect future climate change.
- 3.4 As previously discussed, a proportion of the site north of Hyam's Lane currently falls towards the Hall Brook. This forms part of the catchment contributing runoff to Diseworth – estimated to represent approximately 3% of the total Diseworth Brook catchment. The surface water drainage strategy aims to provide some downstream benefit through the redirection of all surface water runoff from the development to the minor watercourse in the south-eastern corner of the site, thereby bypassing the village entirely. This will reduce the volume and rate of surface water runoff directed towards the existing downstream flood risk issues in Diseworth.
- 3.5 The surface water drainage principals have been built into the integrated Long Whatton & Diseworth hydraulic model, to allow them to be tested and ascertain the potential impact of the development on the downstream Hall Brook and Diseworth Brook catchment. The post-development modelled floodplain extents are provided in Figure 3.1.

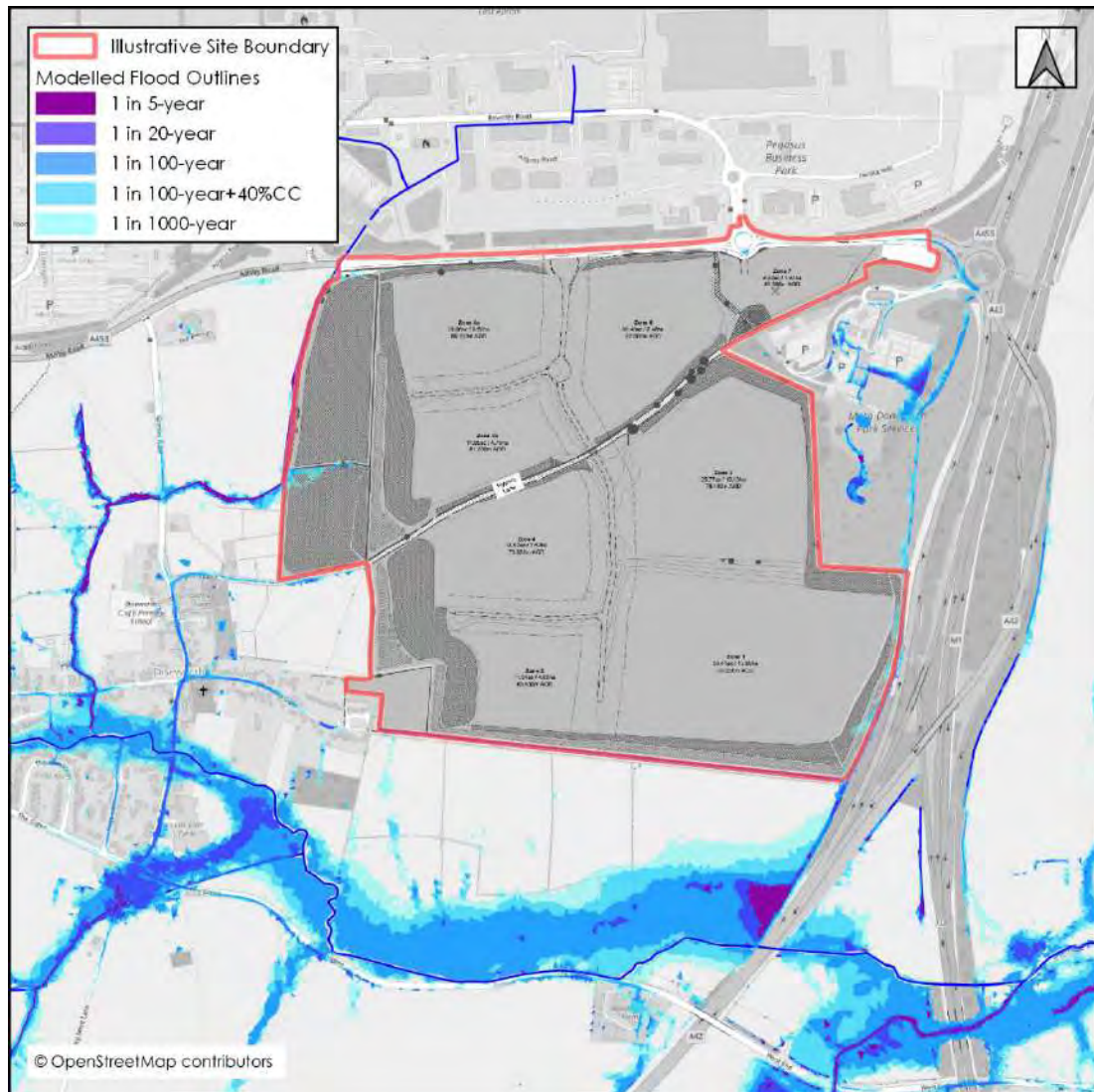


Figure 3.1: Illustrative Post- Development Floodplain Outlines

- 3.6 Peak flood depths have been compared against the equivalent baseline scenario to identify changes to flood risk outside of the development area. This analysis has been mapped for the 1 in 100-year +40% design event as an example, which is included as Figure 3.2 and as Appendix 1.
- 3.7 The development is shown to offer a marginal reduction in downstream flood risk. The most benefit is predicted on the Hall Brook through Diseworth, due to the redirection of runoff from the development area away from the Hall Brook. The benefit on the Diseworth Brook upstream of the A42 embankment, is a result of surface water runoff from the development area now being attenuated at the QBAR rate.
- 3.8 The level of predicted betterment reduces at smaller flood events as the return period gets closer to the attenuated discharge rate. However, while the level of betterment is not as significant, due to the proposed measures, the development will not result in any detrimental impacts on flood risk.

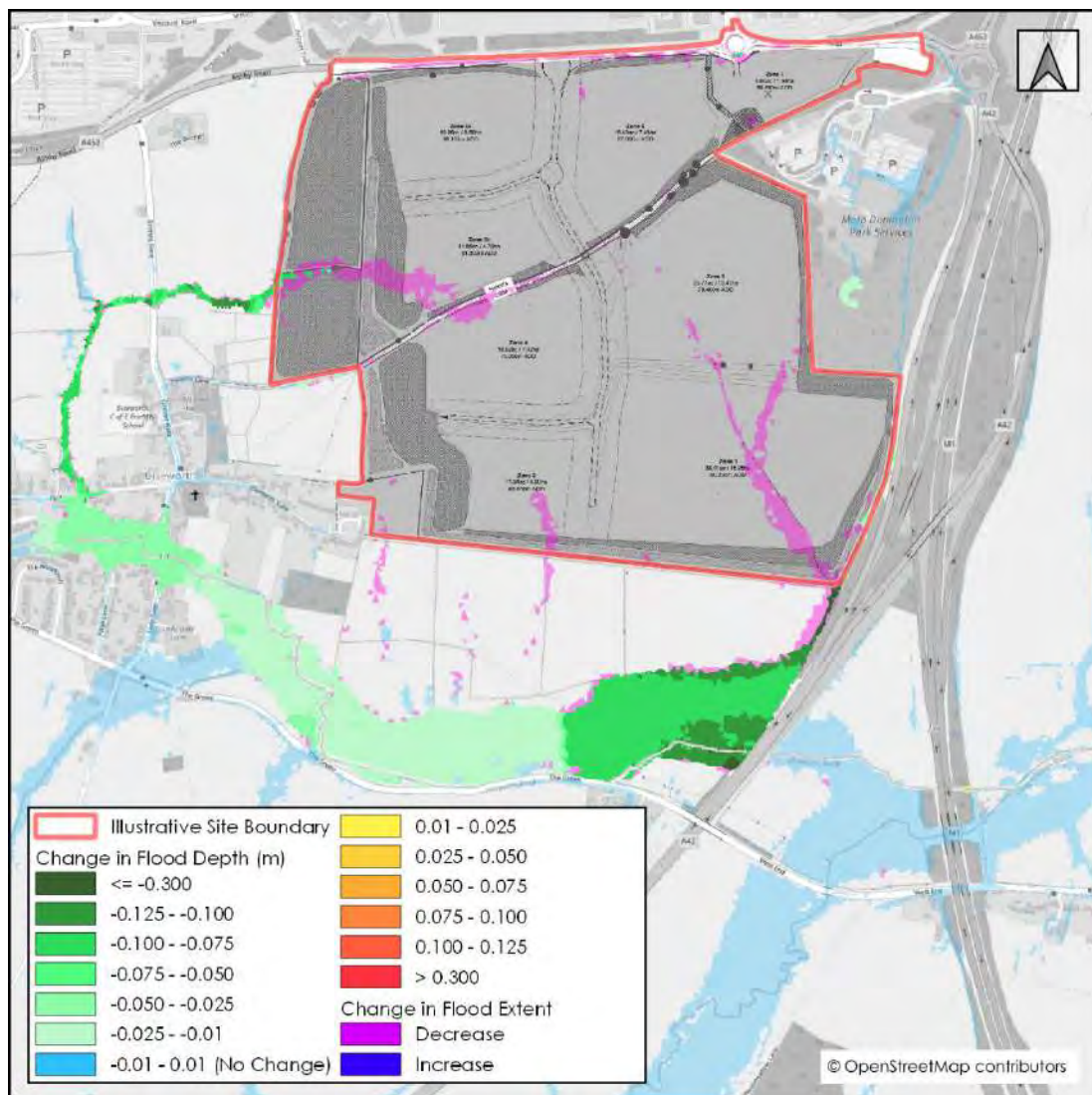


Figure 3.2: Change in Flood Depths Due to Development 1 in 100-year +40% Event

### Surface Water Drainage Strategy – Quality

- 3.9 The proposed scheme includes a series of cascading swales and basins that run along the western and southern edges of the development. These will provide treatment to the surface water runoff from the development. Their design will include numerous online weirs to keep velocities low and to help settle out pollutants.
- 3.10 Additionally, a 'Downstream Defender' (a hydrodynamic vortex separator), or similar, will be used at the end of the system to capture and retain any sediment, oils, and floatable debris from surface water prior to it being discharged from the site.
- 3.11 Also, where necessary, additional levels of treatment will be provided on the development plots, which could include preliminary treatment measures and source control, such as gullies, permeable paving, and oil separators. All these measures will ensure that surface water runoff from the development receives appropriate levels of treatment before outfalling from the site.



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## Watercourse Realignment

- 3.12 The proposals include for a realignment of the minor watercourse from its current location in the south-eastern corner of the site to the eastern boundary. The realignment of the watercourse will aid in the interception of any off-site exceedance flows from the upstream Donnington Park Services that may be present on the eastern boundary.

## Foul Water Drainage Strategy

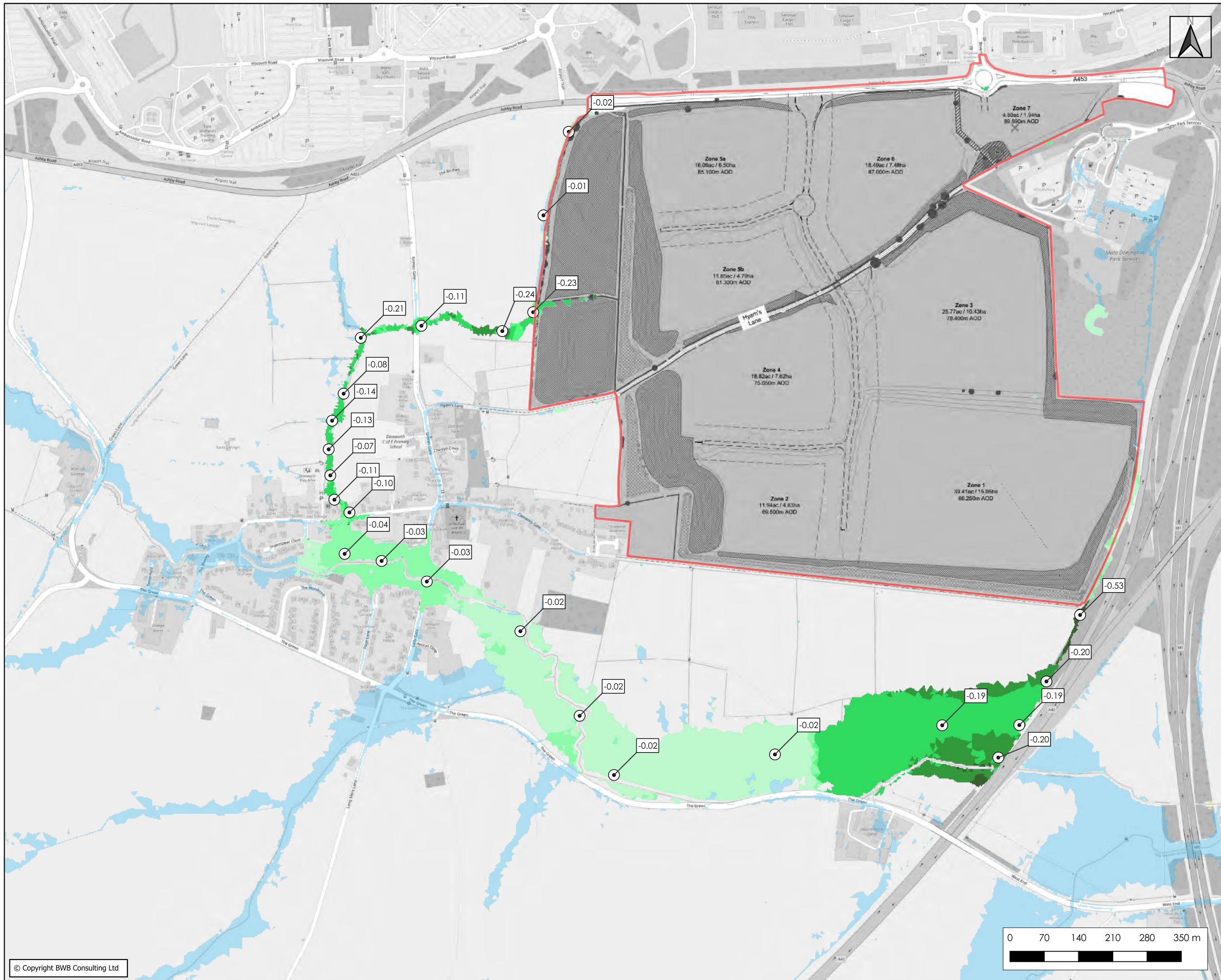
- 3.13 Foul water will be drained from the development separately to surface water. It is expected that foul drainage from the development will outfall to the public sewer in Hyam's Lane. There will be early and ongoing consultation with Severn Trent Water to confirm the most appropriate point of discharge for foul drainage and to allow time for any necessary infrastructure improvements to be implemented.

## 4. SUMMARY & CONCLUSIONS

- 4.1 The site is shown to be located entirely within Flood Zone 1. It is at a low flood risk from groundwater sources and from the failure of reservoirs and large waterbodies. Hydraulic modelling has shown that the Hall Brook floodplain is contained to its channel next to the site, confirming that the site is at a low fluvial flood risk. Additionally, the local sewer network and the EMIA drainage is not predicted to affect the site.
- 4.2 Hydraulic modelling has identified that there is the potential for surface water overland flow pathways to form over the site during large storms. However, even at the 1 in 100-year +40% design event, these are relatively shallow and generally of a low flood hazard. The overland flow pathways are shown to predominately originate from within the site itself.
- 4.3 The proposed development will address the minor flood risk posed by surface water runoff through the implementation of a surface water drainage strategy. The drainage strategy will be designed to intercept and store rainwater falling on the development, before discharging it to the local watercourse at the equivalent QBAR rate.
- 4.4 Additionally, all surface water runoff from the development will be directed to the minor watercourse in the southern-eastern corner of the site, thus reducing the volume and rate of surface water runoff directed towards the existing downstream flood risk issues on the Hall Brook. This arrangement will ensure that there is no detrimental impact on flood risk resulting from the development, and it will provide a reduction in downstream flood risk, especially in large storm events.
- 4.5 In compliance with the requirements of NPPF, and subject to the mitigation measures proposed, the development could proceed without being subject to significant flood risk. Moreover, the development would offer a degree of betterment to flood risk in the wider catchment area due to the proposed management of surface water runoff discharging from the site.

Appendix 1 – Post Development Floodplain Analysis

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- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
  2. The illustrated flood extents and data are extracted from the 2020 Leicestershire County Council Long Whaddon & Diseworth integrated hydraulic model. The illustrated flood extents have been derived from design storm events. Real world events may respond differently and/or be influenced by debris and erosion/deposition.
  3. The plan should be read in conjunction with the accompanying Flood Risk Assessment.
  4. Any discrepancies noted on site are to be reported to the engineer immediately.
  5. Cartography © OpenStreetMap contributors
  6. A minimum hazard cut-off of 0.555 has been applied to the model results to remove very shallow and slow-moving water to highlight key flow routes.

**Key**

- Illustrative Site Boundary
- Interrogation Nodes (Change in Depth m)

**Change in Flood Depth (m)**

- <= -0.300
- 0.125 - -0.100
- 0.100 - -0.075
- 0.075 - -0.050
- 0.050 - -0.025
- 0.025 - -0.01
- 0.01 - 0.01 (No Change)
- 0.01 - 0.025
- 0.025 - 0.050
- 0.050 - 0.075
- 0.075 - 0.100
- 0.100 - 0.125
- > 0.300

**Change in Flood Extent**

- Decrease
- Increase

Rev	Date	Details of issues/revision	Drw	Rev
P02	15.01.24	Parameters Plan Updated	RG	MB
P01	15.02.23	PRELIMINARY ISSUE	RG	MB

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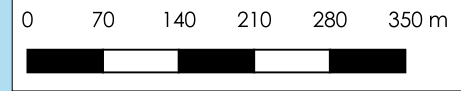
Project Title  
**East Midlands Gateway 2**

Drawing Title  
**Flood Mapping  
Development Downstream  
Impact  
1 in 100-Year Storm +40%**

Drawn:	R. Green	Reviewed:	Max Brambani
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Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
EMG2-BWB-ZZ-XX-DR-YE-0027	S2	P02





**SEGRO**

East Midlands Gateway  
Phase 2

Sustainable Travel Strategy

January 2024

East Midlands Gateway  
Phase 2  
Sustainable Travel Strategy

Version 1-0  
January 2024

Produced by:



For:

**SEGRO**

Contact:

Stephanie Meyers

Integrated Transport Planning Ltd.  
1<sup>st</sup> Floor, 1 Broadway  
Nottingham  
NG1 1PR  
UNITED KINGDOM



## Project Information Sheet

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Project Director	Jim Bradley
Project Manager	Stephanie Meyers
Quality Manager	Jim Bradley
Additional Team Members	Louise Twining
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## Notice

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# 1. Introduction

- 1.1 North West Leicestershire District Council is developing a new Local Plan, to guide future planning decisions within the District. As part of this, the District Council is considering the potential locations of strategic distribution sites. A potential location for one of these distribution sites is on land south of East Midlands Airport. This site is approx. 1km south of an existing strategic distribution site called [SEGRO Logistics Park East Midlands Gateway](#) (EMG1). As the land south of East Midlands Airport is being put forwards by the same developer (SEGRO) and it is located so close to EMG1 and with a similar proposed use class, it will be referred to within this document as SEGRO Logistics Park East Midlands Gateway Phase 2 (EMG2).
- 1.2 Integrated Transport Planning Limited (ITP) has been appointed by SEGRO to prepare a Sustainable Travel Strategy (STS) to demonstrate how EMG2 could be connected by sustainable transport to Leicester, Derby and Nottingham, as well local connections to Diseworth, Castle Donington and Kegworth, to ensure any future employees have the option of commuting by sustainable means and to help mitigate the possible impacts of the development on the local highway network.
- 1.3 This STS considers the existing sustainable transport network and how this could be enhanced if EMG2 is selected for development. It also draws on evidence from the highly successful EMG1 to demonstrate levels of sustainable commuting that have been achieved and how this could also be applied to EMG2.
- 1.4 This focus on sustainable transport aligns with SEGRO's '[Responsible SEGRO](#)' framework which centres on sustainability and low carbon growth for all new developments. Sustainable commuting is integral to this framework; hence why an STS has been developed to demonstrate a clear priority to reduce carbon emissions by promoting sustainable commuting, supporting access to employment, and improving the health and wellbeing of the workforce.

## Report Structure

- 1.5 The remainder of the STS is structured as follows:
  - Section 2 provides an overview of the proposed development.
  - Section 3 summarises the sustainable travel policy context.
  - Section 4 identifies existing sustainable transport options.

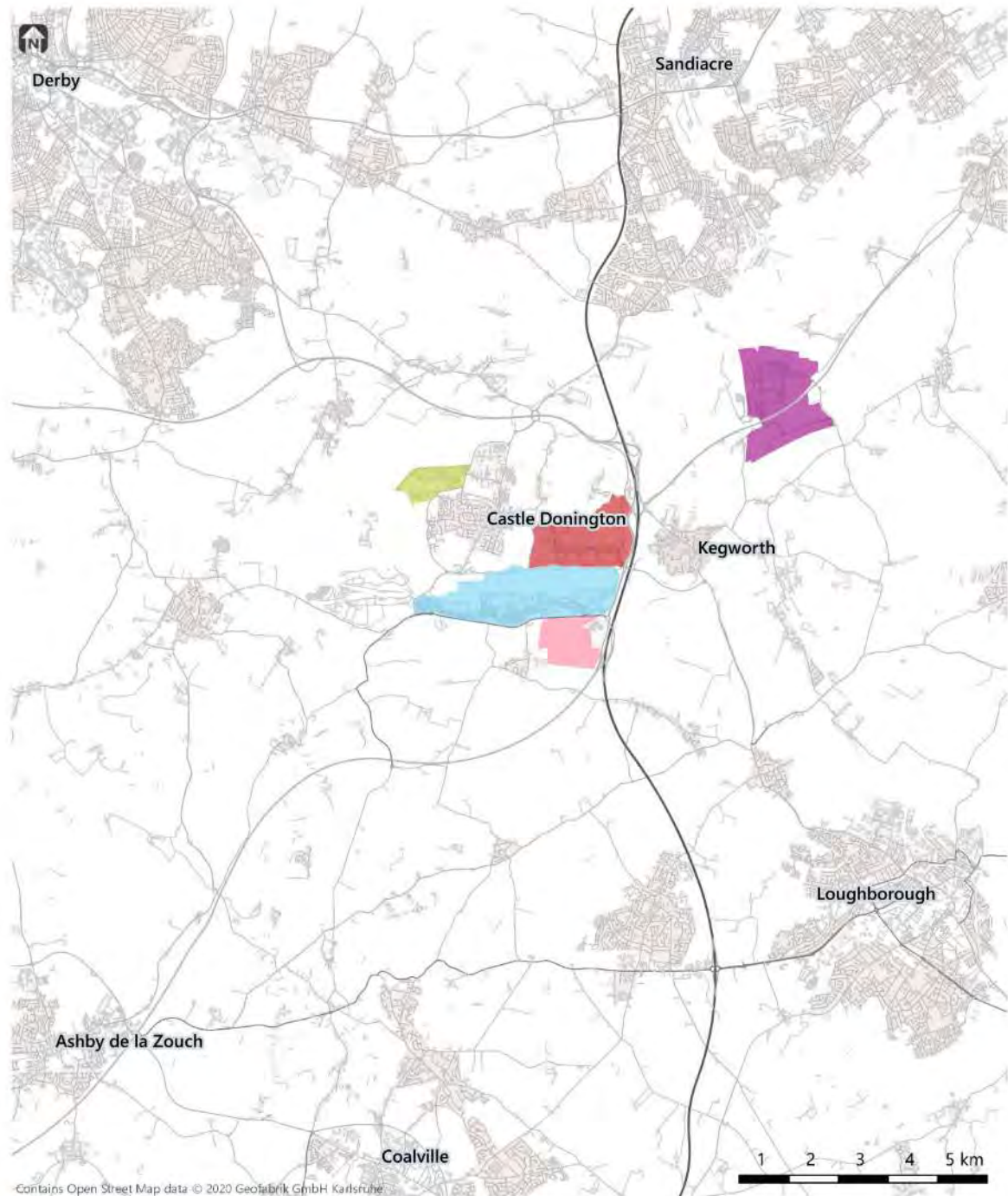
- Section 5 outlines the existing travel patterns of the local population and workforce.
- Section 6 explains the initial stakeholder engagement that has taken place to inform the STS.
- Section 7 sets out the proposed sustainable travel strategy.
- Section 8 details how it will be managed.
- Section 9 explains the anticipated impacts of the strategy.

## 2. Proposed Development

### Location

- 2.1 EMG2 is located immediately south of the A453 and East Midlands Airport and just 1km from the entrance of EMG1. Diseworth village is to the west of the site and the M1 Junction 23A is to east, with Moto Donington Motorway Services bordering to the northeast. Long Holden along the southern boundary of the development.
- 2.2 Regionally, EMG2 is positioned between the key settlements of Loughborough (approximately 15 km to the south-east), Nottingham (approximately 25 km to the north-east) and Derby (approximately 25 km to the north-west).
- 2.3 The site is also within the newly established [East Midlands Freeport](#), which has been developed to drive economic regeneration across the East Midlands. There are three clusters within the Freeport area and EMG2 would fall within the [East Midlands Airport and Gateway Industrial Cluster \(EMAGIC\)](#). The proposed site is located immediately south of East Midlands Airport (EMA) and [EMG1](#); which could serve as an extension to the latter. Figure 2-1 visualises the geographic context of the site.
- 2.4 The wider EMAGIC cluster complements two other proposed developments within the East Midlands Freeport, the [Ratcliffe-on-Soar Power Station](#) site in Nottinghamshire, which was granted Local Development Order planning status in July 2023; and the [East Midlands Intermodal Park \(EMIP\)](#) in South Derbyshire. The site's relationship with these other proposed strategic developments has been considered within this STS.

Figure 2-1: EMG2 Site Context



Contains Open Street Map data © 2020 Geofabrik GmbH Karlsruhe

Prepared	Reviewed	Date
PC	SM	May 23



Client **SEGRO**

Key	
<span style="color: red;">■</span>	East Midlands Gateway 1
<span style="color: pink;">■</span>	East Midlands Gateway 2 (Proposed)
<span style="color: blue;">■</span>	East Midlands Airport
<span style="color: green;">■</span>	East Midlands Distribution Centre
<span style="color: purple;">■</span>	Ratcliffe-on-Soar Power Station (Proposed)

Project	EMG2
Figure title	EMG2 Site Context
Revision	A
Date	May 2023
Project number	3897
Figure number	Figure 2-1

## Use & Operations

- 2.5 Initial scoping of EMG2 suggests an area circa 259 acres, with the option of approximately 300,000sqm gross floor area (GFA) of industrial use, which would include B8 (storage and distribution) and B2 (industrial). This is likely to be accompanied by ancillary offices and associated roads, parking, and landscaping.
- 2.6 It is anticipated that the proposed development could create ~4,000 new jobs and when combined with the existing workforces at EMG1 (approx. 6,000 employees) and East Midlands Airport (approx. 10,000 employees) it would create a regionally significant employment hub of around 20,000 employees.
- 2.7 Due to the industrial nature of EMG2 it is envisaged the site would have a 24 hour/7-day operation. Businesses will likely operate some shift patterns for their employees. Taking EMG1 as an example, these shift patterns could be:
- 06:00 – 14:00
  - 14:00 – 22:00
  - 22:00 – 06:00
- 2.8 For any office and administration employment opportunities, other employees may work 09:00 – 17:30.
- 2.9 As with EMG1, the shift patterns of each occupier would be staggered as operations are mobilised to elongate the arrivals/departures window of EMG2. Staggering the shift patterns means employees arrive and depart throughout the day, therefore supporting the operation of bus services and ensuring there are fare-paying passengers on early and late evening services as well as on those during the day.

### 3. Relevant Policy

- 3.1 This section sets out the national and local policy context and how the EMG2 STS aligns with them to support the relevant sustainability objectives.

#### National Planning Policy Framework

- 3.2 Chapter 9 of the National Planning Policy Framework (NPPF) sets out ways in which developments should be promoting sustainable transport, highlighting that transport should be considered at the earliest stages of plan-making and development proposals. The reasons for considering transport issues are detailed in paragraph 104 including addressing the impacts on transport networks, utilising opportunities from existing infrastructure and technology, promoting walking, cycling and public transport usage and considering the environmental impacts of traffic and transport infrastructure.
- 3.3 Paragraph 116a specifically states that *"applications for development should give priority first to pedestrian and cycle movements, both within the scheme and neighbouring areas; and facilitate access to high quality public transport services, and appropriate facilities that encourage public transport use"*.
- 3.4 This Sustainable Transport Strategy meets these policy objectives as it sets out the possible active travel infrastructure provision and how the site could integrate with the current bus network and make best use of existing transport facilities alongside proposed enhancement to existing bus services to ensure their capacity can manage the increased demand stimulated by the development.

#### Leicestershire Local Transport Plan

- 3.5 One of the key parts of Leicestershire's Public Transport Plan (LTP3) is to encourage more active and sustainable travel to reduce congestion, but also to reduce carbon emissions from road transport, provide enhanced access to jobs and training and improve people's health. The short-term approach focuses on improving the marketing of, and information on existing facilities and services that enable people to travel by bike, on foot, by bus and by rail.
- 3.6 The STS supports these goals by setting out the sustainable transport options for getting to the proposed development site, but also the wider marketing and engagement activities with end-occupiers and their employees to embed sustainable commuting within the new workforce.



## Leicestershire Bus Service Improvement Plan

- 3.7 Leicestershire County Council's (LCC) Bus Service Improvement Plan (BSIP) focuses on targets to improve passenger growth, customer satisfaction, journey times, reliability, and bus emission standards across Leicestershire's bus network. The BSIP acknowledges that EMG1 is one of the major employment areas in Leicestershire and that it is vital for public transport to be maximised for workers at EMG. Although LCC did not receive central government funding for BSIP initially, it has been successful in securing £1.7m of BSIP+ funding in 2023/24 and £1.7m for 2024/25. A further £4m has been secured through BSIP (Phase 3) 2024/25, taking the funding award to £7.4 million from 2023 to 2025. LCC, local bus operators and district councils are using this funding to move forward with the BSIP plan through Leicestershire's [Enhanced Partnership](#).
- 3.8 This development could support Leicestershire to work towards its BSIP targets by promoting and encouraging public transport use amongst employees and therefore creating increased patronage on the existing network.

## Leicestershire Local Cycling & Walking Strategy

- 3.9 The vision for Leicestershire's Cycling and Walking Strategy is for "*Leicestershire to become a county where walking and cycling are safe, accessible and an obvious choice for short journeys and a natural part of longer journeys, helping to deliver healthier, greener communities*".
- 3.10 Policy 2 of the strategy sets out that "*new residential and employment developments should be built in line with current walking and cycling guidance with land developers providing funding for revenue measures*. Policy 4 is to *maximise opportunities for people to undertake cycling and walking as part of journeys linking up with passenger transport (bus and rail)*".
- 3.11 In line with this, the proposed development could promote connectivity to other modes of transport through the provision of appropriate walking and cycling routes through the EMG2 site, including Hyam's Lane footpath. Further to this there are plans to put in place on-site bike hire schemes with docking stations and cycle parking provided at the EMG2 interchange.

## 4. Existing Transport Options

- 4.1 This section outlines the existing sustainable transport options including any on and off-site active travel infrastructure and public transport services.

### Active Travel

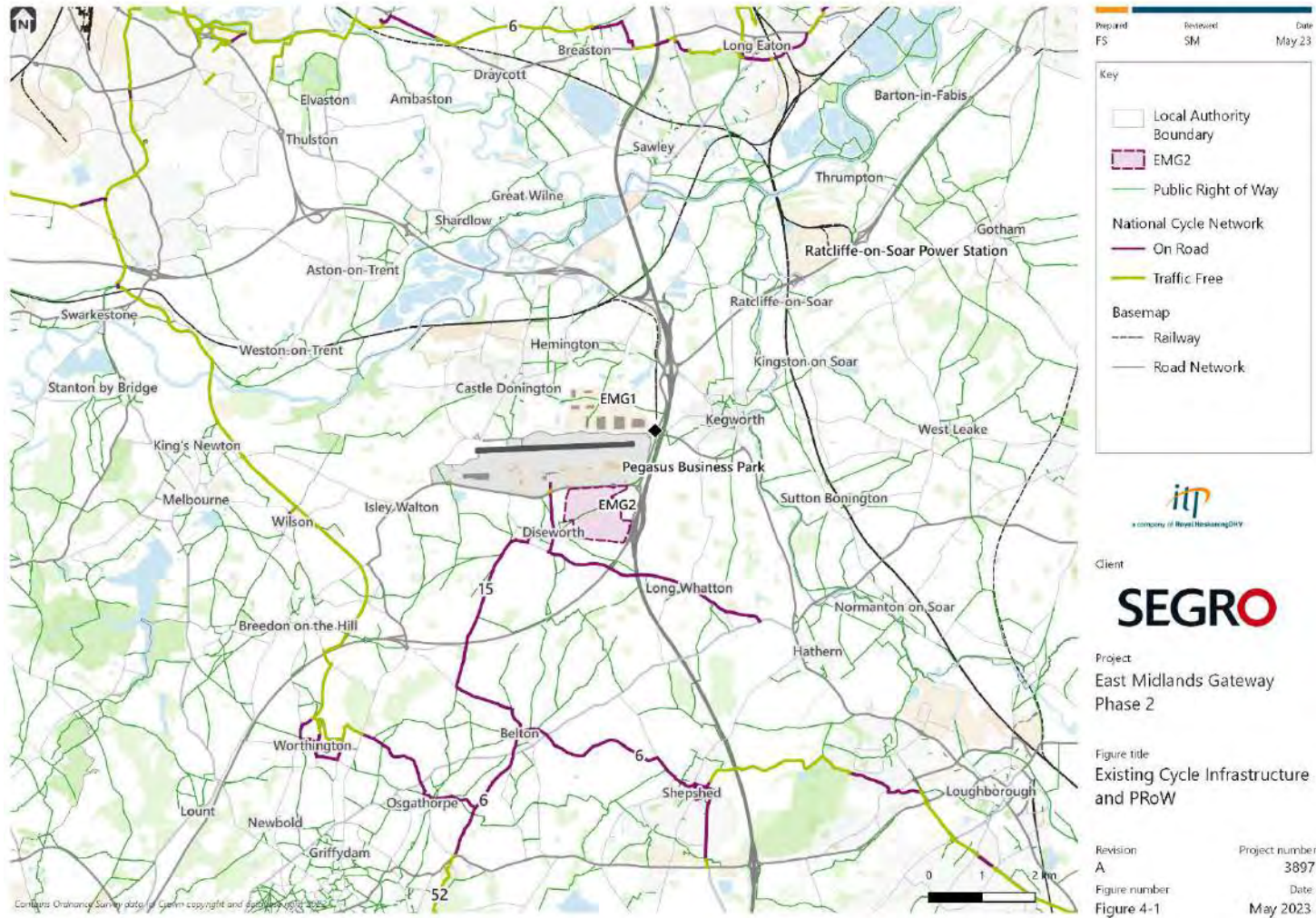
#### *On-site Infrastructure*

- 4.2 There is a registered Public Right of Way (PRoW) called Hyam's Lane (L45), which bisects EMG2 with a north-east to south-west alignment. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. Hyam's Lane is currently used by pedestrians, cyclists and equestrians, providing connectivity between Diseworth Village and Donington Park 'Moto' Services.

#### *Off-site Infrastructure*

- 4.3 The area surrounding EMG2 benefits from an existing network of PRoW footpaths and bridleways, offering the potential to attract future employees from the local area who may find it convenient to walk the short distance to the site, as well as providing infrastructure to facilitate last-mile journeys by these active modes. There are existing PRoW connections from Diseworth, Kegworth and Castle Donington. Hemington and Lockington could be accessed via EMG1. The existing cycle and Public Right of Way (PRoW) network is shown in Figure 4-1

Figure 4-1: Off-site existing Cycle Routes and Public Rights of Way



## Public Transport

### Bus

- 4.4 There are four existing high frequency bus services which pass EMG2: the skylink Express, skylink Nottingham, skylink Derby-Leicester and Airway 9. A fifth bus service, my15, terminates at East Midlands Airport, which is within walking distance of EMG2.
- 4.5 These five services provide bus connectivity between the key settlements of Nottingham, Derby, Ilkeston and Leicester as well as East Midlands Airport, EMG1 and the NET Tram at Clifton Park and Ride. The skylink Derby-Leicester service is operated by Kinchbus, the skylink Express, skylink Nottingham, the my15 by Trentbarton and the Airway9 by Diamond bus. Trentbarton and Kinchbus are both subsidiaries of the Wellglade Group.
- 4.6 In addition to the fixed route bus services outlined above, Nottinghamshire County Council introduced a new Demand Responsive Transport service in May 2023 called Notts Bus on Demand which operates within the West Rushcliffe Zone (Zone 4) providing a bus service from settlements in south Nottinghamshire to East Midlands Airport, East Midlands Parkway, EMG1 and University of Nottingham’s Sutton Bonington campus. The proposed development would fall within the West Rushcliffe Zone, providing local services for those not on conventional bus routes and a new connection to East Midlands Parkway train station.
- 4.7 A summary of the existing bus services close to EMG2 is provided in Table 4-1 and visualised in Figure 4-2 and Figure 4-3. This demonstrates the existing reach of bus services across Nottinghamshire, Derbyshire and Leicestershire serving EMA, EMG1 and the proposed development.

Table 4-1: Existing bus service routes, frequencies and hours of operation (2023)

Service	Operator	Route	Frequency <sup>1</sup>	Hours of operation
skylink Derby-Leicester	Kinchbus	Leicester – Loughborough - Kegworth – EMG – EMA1 – Castle Donington - Derby	3 Buses per Hour	24/7

<sup>1</sup> May 2023 typical bus service frequencies

		EMG1- Loughborough	3 Buses per hour (7:00am-9:00pm) 2 Buses per hour (5:00am-7:00am) 1 Bus per hour (9:00pm-5:00am)	24/7
<b>skylink Express</b>	trentbarton	Nottingham - Clifton - non-stop to EMG1	2 Buses per Hour	4:00am-11:00pm
<b>skylink Nottingham</b>	trentbarton	Nottingham - Long Eaton - Castle Donington – EMA – EMG1	3 Buses per Hour (2 Buses per Hour at EMG)	24/7
		EMA – Diseworth – Long Whatton - Coalville	1 Bus per Hour	4:30am-7:00pm
<b>Airway 9</b>	Diamond Bus	Horninglow – Burton – Ashby – Melbourne – EMA – EMG1	1 Bus per Hour <sup>2</sup>	4:15am-10:30pm
<b>my15</b>	trentbarton	Ilkeston – Stapleford – Old Sawley – Castle Donington - EMA	1 Bus per Hour	5:00am-midnight
<b>Nottsbus DRT</b>	Nottinghamshire County Council and trentbarton	West Rushcliffe Zone <sup>3</sup>	Flexible	7:00am-midnight

<sup>2</sup> Does not serve EMG on Sundays between 07:25 – 17:05

<sup>3</sup> NottsBus On Demand operates in four zones in Nottinghamshire, the West Rushcliffe Zone covers EMG1 and EMA with the zone map available here <https://www.nottinghamshire.gov.uk/media/5081614/z4-west-rushcliffe-zone-leaflet.pdf>

Figure 4-2: Existing Regional Bus Services Map

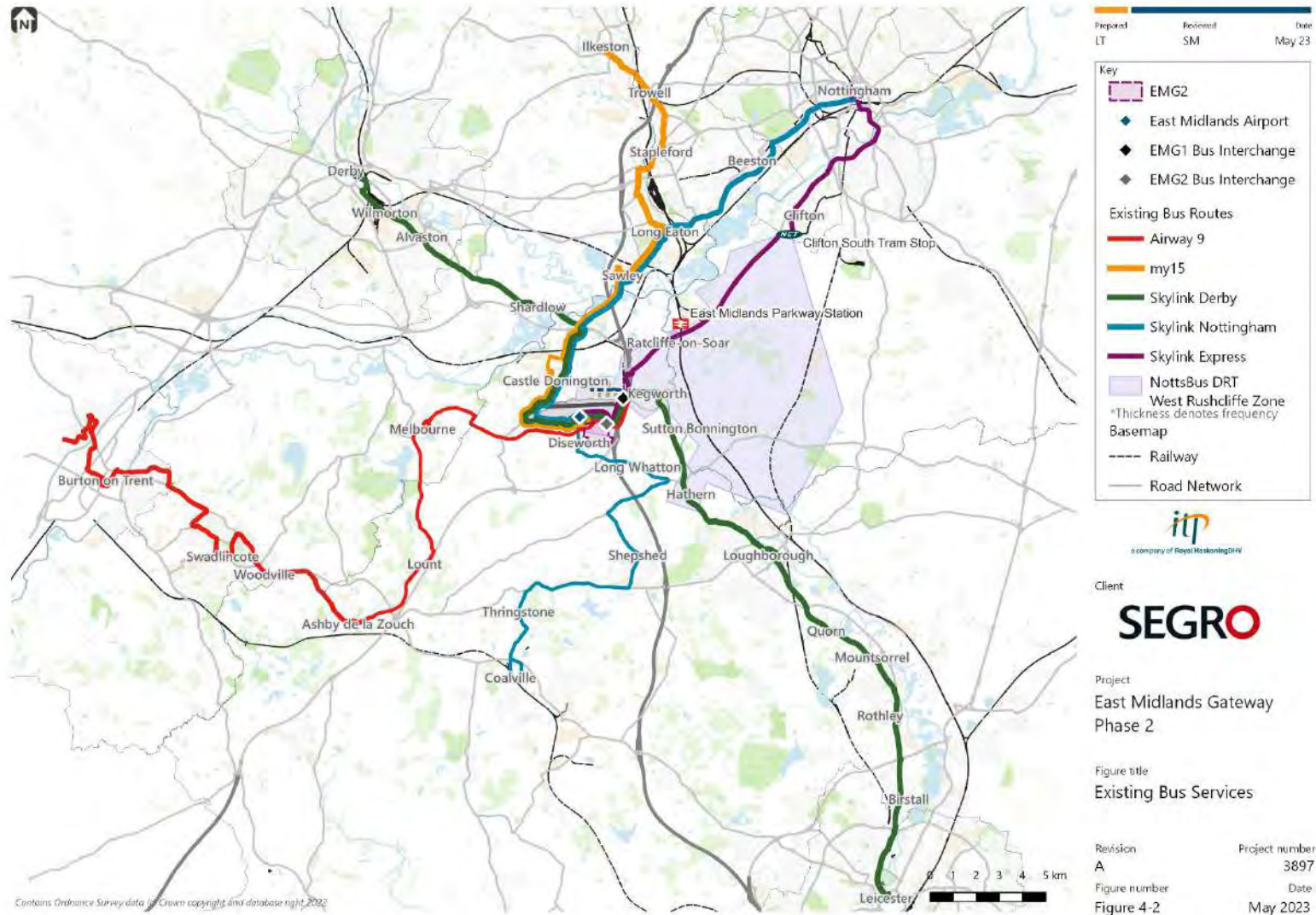


Figure 4-3: Existing Bus Services EMAGIC Cluster



### Rail

4.8 East Midlands Parkway train station is located 5 miles to the north-east of EMG2, with direct trains to Leicester, Loughborough, Derby and Nottingham as well as services outside of the East Midlands to London St Pancras and Sheffield (Table 4-2). Prior to the introduction of the Notts Bus On Demand service earlier this year, there were no direct public transport connections between East Midlands Parkway and the developments within the EMAGIC Freeport cluster. This new service now unlocks access to the rail station for existing employees at EMG1, East Midlands Airport and the proposed development, explaining the potential sustainable travel options for those commuting within the East Midlands and visitors from further afield.

Table 4-2: Existing rail service routes and frequencies (2023)

Train Operator	Route Beginning and End	Additional Calling Points	Frequency
East Midlands Railway	London St Pancras - Nottingham	Kettering, Market Harborough, Leicester, Loughborough, EMP, Beeston, Nottingham	2 per hour
East Midlands Railway	London St Pancras - Sheffield	Leicester, Loughborough EMP, Long Eaton, Derby, Belper, Chesterfield, Dronfield	2 per hour
East Midlands Railway	Leicester - Lincoln	Syston, Sileby, Barrow-upon-Soar, Loughborough, EMP, Beeston, Nottingham, Carlton, Burton Joyce, Thurgaton, Bleasby, Fiskerton, Rollerston, Newark Castle, Swinderby, Hykeham, Lincoln	Hourly

### Tram

4.9 The nearest tram stop is 8 miles to the north-east of EMG2 at Clifton P&R, which is the terminus station for the route. From here there are direct trams to/from Nottingham city centre with onward connections into the wider urban area. Whilst the tram stop isn't near the proposed development, the Notts Bus On Demand and skylink Express both call at the Clifton Park and Ride tram stop which would enable passengers to interchange onto these services to reach EMG2.



## Smarter Driving

- 4.10 Existing local authority strategies to support smarter driving focus on sharing vehicles for commuting and business trips, using electric or low emission vehicles, and reducing the need to travel.
- 4.11 SEGRO has invested in a [car share journey matching platform for EMG1](#) which is hosted by Liftshare. This platform connects people who can give or would like to receive a lift from people travelling along the same route as them. Although this platform is intended for use by EMG1 business and their employees, the system also offers the option to match with car share partners in the open national Liftshare database which also covers those registering to give or receive a lift within the local area. Leicestershire County Council also has its own Liftshare platform, '[Leicestershare](#)', which covers people looking to give or receive lifts from within Leicestershire.
- 4.12 A review of public electric vehicle car charging locations on [ZapMap](#) show there are four EV chargers at Moto A42 services. Whilst these could provide ad hoc charging facilities for people travelling to / from work at the proposed development, it would not be appropriate to use them for charging whilst at work.

## Conclusion

- 4.13 To conclude, the location of EMG2 means there are already numerous sustainable transport connections within close proximity to the site. Public transport, and in particular the bus, offers frequent connections to the three major cities in the East Midlands, alongside settlements on the routes. The recent introduction of the Notts Bus On Demand service has further expanded the potential for public transport commuting, by providing a connecting service to the nearest railways station and tram stop. Whilst active travel is only likely to be a possibility for those that live within the neighbouring villages of Diseworth and Castle Donington, existing PRoW are in place, and which could be upgraded, to ensure they are suitable for commuting purposes.

## 5. Existing Travel Behaviour

- 5.1 This section draws on available data to review the travel patterns of the local population and the workforce at EMG1 as a proxy for the likely travel patterns of those commuting to EMG2.

### Residents

- 5.2 The travel patterns of the local population have been assessed using the Census 2011 and 2021 travel to work data for the wards surrounding the proposed development. The percentages in Table 5-1 and Table 5-2 detail the proportions of the totals excluding those who work mainly at or from home.
- 5.3 For the 2011 Census, the travel to work data for the wards of Breedon, Castle Donington and Kegworth and Whatton has been presented in Table 5-1. The proposed development is located within the ward of Breedon and the existing EMG1 is located within the Castle Donington ward. The travel to work data date for Kegworth and Whatton ward has been included as these wards are located to the north-east of the development and are a useful indicator as local residents in the Kegworth and Whatton ward would also be within easily commutable distance.
- 5.4 The journey to work data from the 2021 census is split into smaller wards (Table 5-2). In this census the proposed development lies within the Worthington and Breedon and Long Whatton & Diseworth wards. For comparison with the table above, data for the Castle Donington, Daleacre Hill and Kegworth wards has also been included.
- 5.5 When comparing the data from the two census periods the average mode share for those driving alone ranges from 79.6% in 2011 through to 81.1% in 2021. 3.9% of the local population reported that they commuted by a form of public transport (train, tram, bus) in 2011, but this reduces to 3.3% in 2021 (it is worth noting that the travel to work data for the 2021 census was collected during the Covid-19 pandemic at a point when people were encouraged not to travel, particularly using public transport). Finally, 10.8% of the population reported that they commuted by active travel modes in 2011 and this increased to 11.3% in 2021. This data suggests that a high proportion of the local population continue to use the private car to travel to work, walking offered the highest potential for sustainable commuting (based on existing trends) and public transport use has been declining, which is in line with national trends.

Table 5-1: 2011 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M’bike/ scooter /moped	Other
Breedon	86.6%	3.3%	0.9%	0.2%	1.0%	1.8%	4.8%	0.1%	0.5%	0.8%
Castle Donington	76.9%	4.1%	1.0%	0.1%	3.9%	2.5%	9.9%	0.03%	0.6%	0.9%
Kegworth and Whatton	75.3%	5.1%	0.6%	0.05%	4.0%	2.3%	11.2%	0.05%	1.0%	0.5%
Average	79.6%	4.2%	0.8%	0.1%	3.0%	2.2%	8.6%	0.1%	0.7%	0.7%

Table 5-2: 2021 Journey to work modal split data

Wards	Driving car or van	Passenger in car or van	Train	Tube / tram	Bus / minibus / coach	Bicycle	On Foot	Taxi	M’bike/ scooter /moped	Other
Worthington & Breedon	89.2%	4.0%	0.0%	0.1%	1.1%	0.5%	3.2%	0.4%	0.9%	0.7%
Long Whatton & Diseworth	84.5%	4.9%	0.2%	0.1%	1.7%	1.7%	5.5%	0.0%	0.2%	1.0%
Castle Donington Castle	71.3%	5.4%	0.1%	0.0%	5.8%	2.2%	13.7%	0.4%	0.7%	0.4%
Castle Donington Central	83.6%	2.6%	0.5%	0.3%	2.1%	0.4%	8.6%	0.3%	0.0%	1.6%
Castle Donington Park	81.6%	3.6%	0.5%	0.0%	3.4%	1.8%	6.8%	0.5%	0.5%	1.5%
Kegworth	78.2%	4.5%	0.4%	0.1%	2.8%	0.8%	10.9%	0.1%	0.3%	1.9%
Daleacre Hill	78.9%	4.8%	0.5%	0.0%	3.5%	1.8%	8.5%	0.4%	0.5%	1.0%

East Midlands Gateway Phase 2 Sustainable Travel Strategy

Average	81.1%	4.3%	0.3%	0.1%	2.9%	1.3%	8.2%	0.3%	0.4%	1.1%
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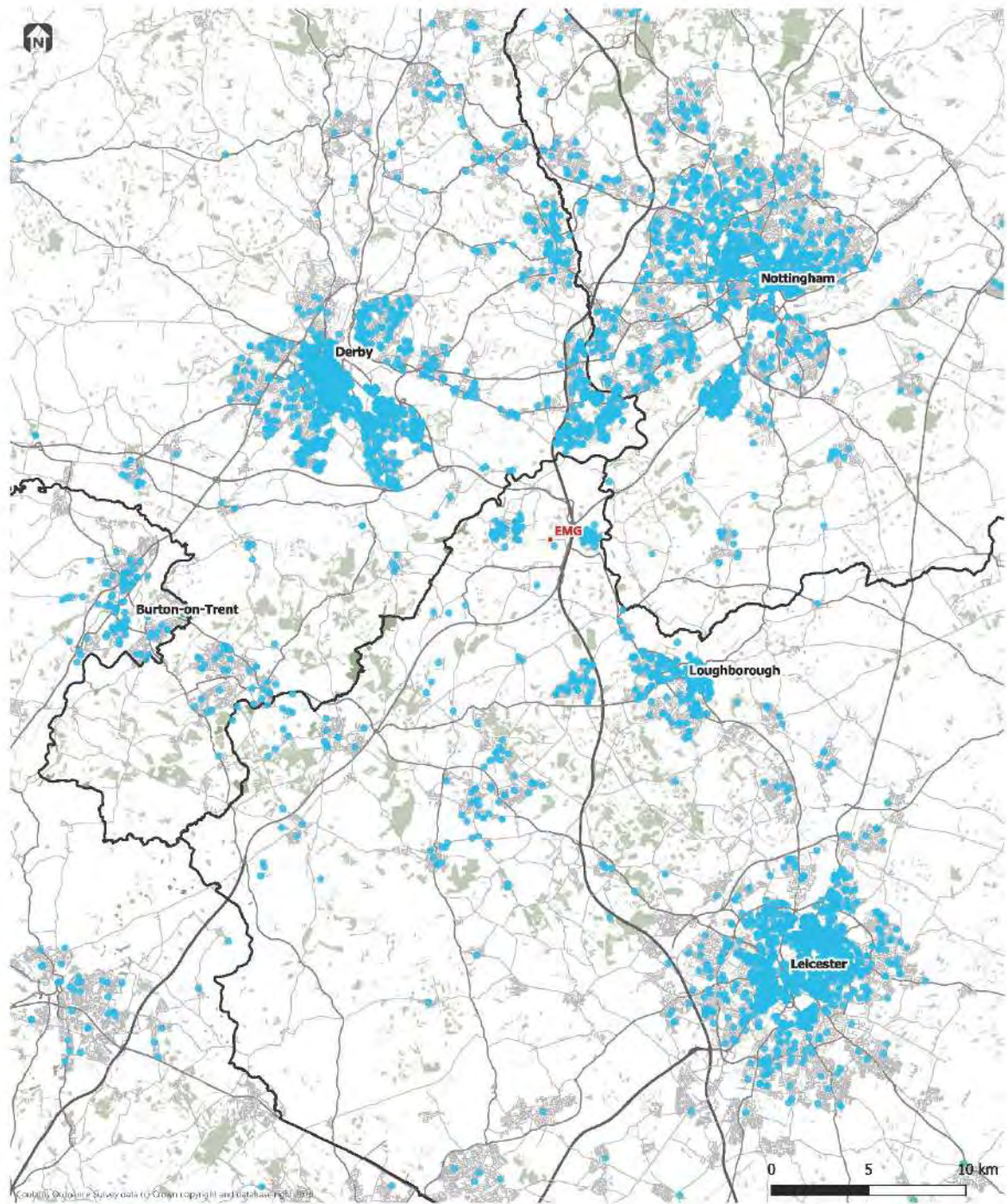
## Employees

- 5.6 Whilst the Census data can provide insight into local residents' travel patterns, the workforce for the proposed development is likely to have a much wider geographic reach than the surrounding villages. Indeed, the job roles are likely to be similar to those at EMG1, with a mixture of management, skilled, semi-skilled and unskilled roles within the proposed warehousing facilities. Considering this, the travel patterns of existing employees at EMG1 have been analysed to provide an indication of where future employees are likely to travel from and how they may choose to commute (based on similar sustainable transport connectivity).
- 5.7 Businesses at EMG1 provided a data set of anonymised home postcodes for their workforces in 2023 as part of travel plan monitoring. Figure 5-1 shows this information visually and is supported by a breakdown of postcodes by local authority area in Table 5-3.
- 5.8 Over 5,800 postcodes have been provided and of those, 93% were located within one of the East Midlands authority areas. The largest proportions of these employees commute from within the Leicester City (31%) and Derby City (23%) administrative boundaries.

Table 5-3: EMG1 employee's home postcodes local authority districts (2023)

County/City	Number of postcodes	Percentage of total postcodes
Derby	1,332	23%
Derbyshire	571	10%
Leicester	1,844	31%
Leicestershire	451	8%
Nottingham	620	11%
Nottinghamshire	624	11%
Outside East Midlands	435	7%
<b>Total</b>	<b>5,877</b>	<b>100%</b>

Figure 5-1: Map of EMG1 employee home postcodes (2023)



Prepared	Reviewed	Date
BD	SIM	Nov 23



Client **SEGRO**

Key	
•	EMG
•	Employee Postcodes
□	Local Authority Boundaries

Project  
SEGRO East Midlands Gateway 2023

Figure title  
EMG1 Employee Home Postcodes within Local Authority Boundaries

Revision	Project number
A	3897
Date	Figure number
Nov 2023	Figure 5-1

- 5.9 Turning now to how these employees commute, Table 5-4 shows the results of the employee travel surveys conducted at EMG1 from 2019 to 2023. Businesses are required to conduct these surveys as part of the Occupier Travel Plan monitoring on-site. The surveys are optional for employees to complete, but they are incentivised with a prize draw to encourage participation.
- 5.10 This table sets out the EMG1 travel plan targets which need to be achieved by 2028. Alongside this is the sitewide average mode share per year (collected via the employee travel surveys). This shows that for all five years that the data has been collected, the number of employees commuting sustainably by car sharing or using public transport is higher than the targets set. This is especially impressive since the headcount on-site has been increasing year-on-year as the site moves towards full occupation. As the site moves into 2024, which is 'Year 6' in travel plan monitoring terms, it has almost reached the level of full occupation at ~6,000 employees. This demonstrates that with the right initiatives in place, it is possible to influence commuting patterns to achieve a high sustainable travel mode share.

Table 5-4: EMG1 Travel Plan Target and Employee Travel Patterns

Mode	Target (2028)	EMG1 Employee Travel Survey				
		2019	2020	2021	2022	2023
Drive alone	68%	58%	43%	43%	42%	51%
Car share	17%	31%	36%	26%	38%	25%
Public transport	10%	8%	15%	28%	14%	18%
Active Travel	5%	1%	2%	0%	3%	2%
Other	n/a	3%	4%	3%	3%	4%

## 6. Stakeholder Engagement

6.1 EMG2 is located within Leicestershire County Council's administrative boundary, as the local transport authority, but the strategic significance of the site and its location within East Midlands Freeport means that several neighbouring local authorities and local stakeholders are likely to have a vested interest in any potential development and its impact on the transport network. ITP participated in the EMG2 Transport Working Group (chaired by BWB) during 2023 to understand the transport considerations of stakeholders to shape this STS. Stakeholders participating in the EMG2 Transport Working Group include:

- Highway Development Management teams at Leicester City and Leicestershire County Councils.
- Highway Development Management teams at Nottingham City and Nottinghamshire County Councils.
- Highway Development Management teams at Derby City and Derbyshire County Councils.
- National Highways.

6.2 Additional meetings have been held with the following stakeholders, to discuss specifics around connecting existing transport services to EMG2:

- Initial meeting with the Highway Development Management and Behaviour Change teams at Leicestershire County Council.
- Initial meeting and data sharing with the Travel Plan Coordinator at EMG1.
- Initial meeting with Trentbarton (local bus operator) to discuss the challenges and opportunities with serving the EMG2 site.

6.3 These meetings highlighted the need to explore:

- Lessons learnt from delivering high sustainable mode share at EMG1.
- The location of any proposed bus interchange to maximise the potential to connect with existing high frequency services.
- Ease of buses exiting EMG2 onto the A453, to minimise any potential delays to existing passengers.
- Capacity constraints on bus services at shift changeover.
- Capacity constraints at East Midlands Airport bus interchange due to a limited number of bus bays.



- 'Last-mile' sustainable transport connections within the site (walk cycle, bus).

6.4 Possible solutions to address each of these challenges have been set out within the next chapter.

## 7. Proposed Sustainable Transport Strategy

- 7.1 This section sets out the potential options for ensuring that sustainable transport alternatives are available to employees to use from first occupation. As this STS is not supporting a planning application, but rather a Local Plan consultation response, the strategy below sets out the potential of what *could be* delivered on-site should the land be allocated for development.

### Overview

- 7.2 Learning from the experience of successfully embedding sustainable commuting at EMG1, those strategies that are having the most impact would be carried forwards to EMG2. This includes working closely with local stakeholders, transport authorities and operators to jointly deliver strategies through the EMG1 Sustainable Transport Working Group and reporting to stakeholders annually to demonstrate progress.
- 7.3 Experience also highlights the need for realistic sustainable transport options to be provided from first occupation (and not when development triggers are reached) to ensure there are viable and attractive sustainable options available from the outset. It would be the intention to work closely with tenants' HR teams, recruitment consultants and local jobcentres to provide sustainable transport information in job adverts, at recruitment fairs and in screening interviews.

### Aims

- 7.4 The proposed STS would aim to:
- Ensure EMG2 is served by sustainable transport from the first stage of development, and
  - Ensure employees have a reasonable alternative to the private car for their journey to work.

### Objectives

- 7.5 It is recommended that the following objectives are set to support this aim:

#### *Active Travel*

- To provide the necessary new / upgraded infrastructure and services to facilitate last mile journeys *within* the proposed development by foot, bike or bus.

- To ensure any proposed off-site active travel improvements connect to nearby villages and existing infrastructure.

### *Public Transport*

- To deliver a network of bus services which directly access the proposed development, serving the main local urban areas.
- To ensure the network of local bus services are frequent, reliable and of a high quality, and operate with sufficient capacity and at suitable times of day.
- To ensure any bus service enhancements are developed with a clear intention to become commercially viable within a defined time period.
- To ensure good quality and timely information is provided to employees to enable them to make informed choices about their travel options.
- To ensure the time and cost of journey by bus to / from the development is not prohibitive (when compared to the car-based equivalent).

### *Smarter Driving*

- To extend the existing EMG1 journey matching platform to cover the proposed development to enable existing and prospective employees to car share together.
- To provide EV charging provision for 20% of car parking spaces within the development to encourage low carbon options for those that choose to drive.

7.6 Potential mode-specific strategies for achieving these objectives have been set out in the following sections.

## **Active Travel**

7.7 Multiple pedestrian and cyclist access points would be incorporated into EMG2 to ensure future employees and the general public can move through the site quickly, easily and safely. Along the main estate roads, shared pavements would be provided, as they are at EMG1, to ensure pedestrians and cyclists are separated from the vehicle and HGV traffic.

7.8 It is likely that the existing Public Right of Way footpath (L45), Hyam's Lane, which bisects the site on a north-east to south-west alignment would be retained and could provide an active travel spine route through the site. The route connects to the existing L45 footpath heading north towards EMG1 and Kegworth; and to the south-west the village of Diseworth. As part of the development, one option could be to explore

surfacing Hyam's Lane and providing low-level lighting along part of the route, increasing suitability for all expected users, all-year round.

- 7.9 It is acknowledged that not all employees may want to use Hyam's Lane, especially during winter months or in the evening if improvements are not made. An additional shared-use path could be explored to connect from the proposed bus interchange and the main estate road.
- 7.10 Contributions to off-site active travel routes could also be explored to upgrade an existing unsurfaced PRow route between EMG2 and EMG1, to provide greater connectivity between the two sites and onwards towards Kegworth.
- 7.11 In addition to active travel routes, provision could also be made to encourage tenants to provide secure, covered cycle parking at each employment unit as well as shower and changing facilities.
- 7.12 Proposals would also consider a free on-site bike hire scheme to allow employees to cycle from the new EMG2 bus interchange to their workplace within the site. It could operate in a similar way to the bike hire scheme at EMG1 with employees able to hire bikes from a bike rack near the bus interchange and to dock them in the secure cycle stands at each employment unit. This would be reviewed and discussed with the EMG1 Sustainable Transport Working Group.



## Public Transport

### Infrastructure

7.13 A purpose-built bus interchange is being explored for the north-east of the site, close to the proposed access from the existing roundabout on the A453. The preferred location of the interchange has emerged following discussions with local bus operator (trentbarton). The location of the interchange from the existing roundabout allows for the interception of existing bus services travelling along the A453.



7.14 Along with the bus interchange building, there would be dedicated bus bays to allow both commercial bus services and the proposed on-site shuttle service to call at the interchange. This means any employees arriving at the site by bus can seamlessly interchange onto the on-site shuttle bus to reach their workplace. Provision could be made for electric charging points at the interchange should the use of an electric vehicle for the shuttle service be considered.

7.15 The bus interchange building would be equipped with real-time bus information, seating, lighting, heating, and toilets, to create a safe and comfortable waiting area for employees. This is like the provision at EMG1.

7.16 In addition to the main interchange, there would be bus stops along the length of the estate road, with bus stops positioned close to the entrances of the employment units.

7.17 Each bus stop would have a flagpole, shelter, and timetable information, and served by the on-site Gateway Shuttle bus, providing a direct connection from the bus interchange to each employment unit. Real time information will be provided in the foyers of the employment units, as it is at EMG1, rather than at the bus stops themselves.



## Gateway Shuttle

7.18 The bus interchange within the proposed development would also act as the hub for the proposed Gateway Shuttle service once the site is occupied. The shuttle would connect employees arriving at the EMG2 bus interchange with the bus stops along the estate road.

7.19 The hours of operation for the shuttle service would align with the occupier's shifts. Initially this is likely to be focused on the morning and evening shift changeover, however as the site is built out this will be extended to meet demand.

7.20 At EMG1 the Gateway Shuttle service now operates from 04:45 until 23:15. During its hours of operation, the shuttle operates on a continuous loop between the bus interchange and the bus stops along the estate road, providing a 'turn up and go' service for employees on-site. As with EMG1, it is likely the shuttle would be funded through the site's management charge to businesses and will be free for employees to use. The aspiration would be for the service to be fully electric to meet SEGRO's sustainability ambitions.



## Commercial Services

7.21 It is envisaged that the routes of the existing bus services could be modified to include a stop at the proposed bus interchange to provide four high frequency bus services connecting to EMG2 from the first occupation. Early discussions with trentbarton, suggests they would be open to serving the site with the Skylink Express, Skylink Derby-Leicester and Skylink Nottingham. Discussions will also be held with Diamond Bus (operator of Airway 9) and Nottinghamshire County Council (operator of Notts Bus On Demand) prior to any planning application being submitted. As the hours of operation of these existing services consider the employee shift patterns at East Midlands Airport and EMG1, it means they already operate in the early morning and late evening, which is also likely to align with the shift patterns at EMG2.

## Network Constraints

7.22 Through initial scoping discussions with trentbarton and LCC a potential challenge was highlighted that some bus services are likely to reach capacity at peak times due to an

increased number of passengers travelling to / from EMG2, alongside passenger growth caused by other strategic developments within the East Midlands Freeport. Their concern focused on skylink Derby-Leicester and skylink Express services reaching passenger capacity at shift changeover. The anticipated timescales for each service reaching capacity varied, but it is anticipated the skylink Derby-Leicester could reach the capacity threshold around the time of first occupation and the skylink Express around 2028/2029, if the other strategic developments within the East Midlands Freeport start occupying.

- 7.23 EMG1 employee home postcode data verifies that if this site draws from similar labour pools, there could be increased demand from settlements along the skylink Derby-Leicester corridor from Derby, Derbyshire, Leicester and Leicestershire. Feeding this demand data into the bus passenger forecasting, it further highlighted the need for investment in the skylink Derby-Leicester service as the priority. This is evidenced further in Chapter 9.
- 7.24 Trentbarton and LCC also identified potential bus bay capacity constraints at East Midlands Airport bus interchange. Whilst this is outside of the EMG2 boundary, it has been highlighted as a constraint because any increases to the number of vehicles operating on a route (e.g. skylink Derby-Leicester) will create further congestion at an already busy interchange. SEGRO does not have the ability to make infrastructure improvements on private land which is owned by the airport, however they would be willing to be part of discussions to phase any investment in services to tie in with improvements EMA could be considering to the layout of the interchange.

### *Proposed Service Enhancements*

- 7.25 To address the capacity constraints for the Skylink Derby-Leicester service, SEGRO would work alongside the bus operator and LCC to agree a funding contribution for the skylink Derby-Leicester route. These vehicles would create the forecast passenger capacity needed in the peak hour. Extra vehicles would also provide the added benefit of improved service frequency, increasing from every 20 minutes to every 15 minutes.

### *Phasing*

- 7.26 Table 7-2 sets out a proposed approach to phasing improved public transport connectivity to the site. If a planning application is submitted in the future these would be discussed in detail with LCC and local bus operators.

Table 7-1: Proposed Bus Service Improvements

Phase	Trigger
Phase 1: Ensure construction of EMG2 bus interchange, bus stops along the main estate road are complete.	Prior to the first unit reaching practical completion.
Phase 2: Ensure EMG2 is served by the skylink Derby-Leicester, skylink Express, skylink Nottingham, Airway 9 and NottsBus services.	When the first unit reaches practical completion.
Phase 3: Ensure the Gateway Shuttle service connecting the EMG2 bus interchange and the bus stops along the main estate road is introduced.	When the first unit begins first commercial operations.
Phase 4: Ensure funding is provided to support increased capacity on the skylink Derby-Leicester service from every 20mins to every 15mins.	When commercial operations are underway at 1mil sqft of development

### Real Time Information

7.27 All skylink bus services are fully enabled for real time information and hence the bus interchange could provide display screens showing real time arrivals and departures. Each of the individual employers on site would be provided with the digital real time information link to display on a screen in the main foyer, showing the departure times of the next services to leave the interchange, enabling them to plan their departure via the site shuttle bus.



### Ticketing

7.28 'Taster tickets' for bus services, allowing employees to try the bus for free to encourage them to commute regularly by bus would be considered. A similar taster ticket scheme is in place at EMG1 where new or existing employees can apply to get a free weekly taster ticket for any of the bus services to EMG1. The criterion for accessing a taster ticket at EMG1 is:

- Have a contract of employment with a business at EMG.



- Live on a bus route connecting to EMG.
- Not already using the bus for commuting to EMG.
- Not having already applied for / received a free taster bus ticket.

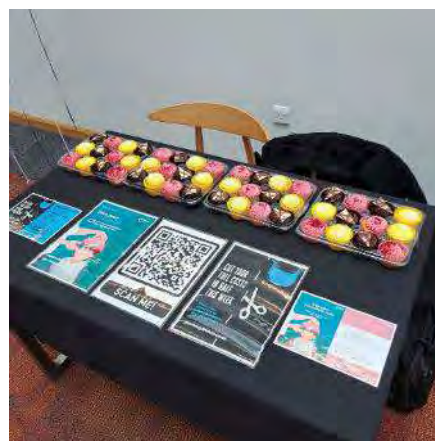
7.29 Whilst longer-term taster ticket options would be explored (e.g. 6 months), based on experience at EMG1, a one-week taster bus ticket is usually sufficient for the employee to try the bus and to decide if they would like to continue commuting that way.

## Smarter Driving

7.30 Although all employees would be encouraged to use active and public modes of transport, it is acknowledged that these will not be appropriate for everyone as some employees may live too far from the site to walk/cycle, or not live on a bus route. For this reason, car sharing and the promotion of low carbon vehicles would also be considered.

## Car Share

7.31 At EMG1 there is already a car share platform in place to facilitate journey matching for the commute, funded by SEGRO. This platform is accompanied by promotional campaigns to 'launch' the service to each new business and their employees when they occupy the site. The intention would be to expand the reach of the existing platform to encompass EMG2 too.



7.32 The benefits of this are twofold, it means there is only one car share platform to promote across both parks – making it easier to understand and communicate from an employee perspective – but also the more employees that sign up to the same platform, the more opportunity there is for employees at both parks to find a car share match.

7.33 As with EMG1, it would be proposed that any new business moving to EMG2 would be provided with support from the EMG2 Travel Plan Coordinator to set up appropriate car sharing policies, introduce car share bays in preferential locations near to employee entrances, receive a car share



launch campaign, have access to 'trip authentication' to provide an added layer of safety for those choosing to share the commute together, and to access the EMG1 car share leader board, for the chance to win prizes for sharing together.

## Electric Vehicles

- 7.34 To future-proof the proposed development for the increase in electric vehicles (EVs) over the next 10 years and accelerate the transition from internal combustion engine vehicles to low emission / electric vehicles, SEGRO would provide capability for EV charging.

## Information, Engagement & Promotion

- 7.35 For the aims and objectives of this STS to be met, it will be crucial that the tenants and their employees are fully aware of the options available to them. Prior to occupation, SEGRO would develop appropriate resources for promoting sustainable travel. Digital travel information packs would be given to all businesses, recruitment consultants and jobcentres to ensure future employees are aware of their travel options. Hard copies would be available for those that are offered a contract. The travel information provided in the packs is likely to include:
- Maps showing walking and cycling routes from neighbouring villages.
  - Maps showing the direct public transport services from Nottingham, Derby and Leicester, links to timetable information and information about the taster bus ticket.
  - Information regarding the EMG2 journey matching platform to help find a car share partner.
- 7.36 The existing [EMG1 transport website](#), which collates travel information relevant to EMG1, would be updated to include travel information for the proposed development too. This contains links to relevant travel information pages, provides downloadable copies of transport maps and timetables and provides a live news section detailing travel campaigns happening at the development.

## 8. Delivery

8.1 This section sets out how the STS would be managed and funded.

### Management

8.2 The STS sets out the overarching approach for encouraging and facilitating sustainable commuting at the proposed development. Should the site be selected for development, a Framework Travel Plan (FTP) would be developed to set out how the STS would be delivered, by whom and how it will be funded over the lifetime of the travel plan period.

8.3 The management structure for delivering the STS and FTP is likely to entail:

- A Sustainable Transport Working Group (STWG) of strategic stakeholders steering the direction of sustainable travel interventions on-site;
- A Site Wide Travel Plan Coordinator (SWTPC) who works with the businesses and stakeholders to deliver the measures set out in the FTP;
- Occupier Travel Plan Coordinators at each unit to communicate measures to their workforces.

8.4 This is the same management structure used to implement the successful travel plan at EMG1, hence we would propose the same approach for this site.

8.5 As there is already an established STWG at EMG1, and many of the stakeholders will be the same for both developments, the intention would be to extend the remit of the existing group to also cover EMG2. The only new stakeholders required to join the group, who are not already part of it, would be the end-occupiers/tenants. The group meet every 6-months to discuss progress towards targets and new initiatives to be delivered.



8.6 The group is currently chaired by the EMG1 SWTPC (ITP) and for continuity across both sites it is anticipated that ITP would fulfil this role at EMG2 too, as there are already established relationships with all local stakeholders and partners. The STWPC would be in post for the duration of the EMG FTP delivery period.

- 8.7 The SWTPC would also be responsible for supporting each of the end-occupiers at EMG2 to prepare an Occupier Travel Plan for approval by the local authority and supporting them to promote the site wide travel plan measures to their workforces.

## Funding

- 8.8 At EMG1 there are two ring-fenced funds that have been established by SEGRO to enable the delivery of the EMG1 Travel Plan and Public Transport Strategy. Approval to draw on the funds to deliver both strategies is given by the voting members of the EMG1 Sustainable Transport Working Group, the constitution of which is set out in the Development Consent Order (b). The voting members of the group are SEGRO, Leicestershire County Council, Leicester City Council, Derbyshire County Council, Derby City Council, Nottinghamshire County Council and Nottingham City Council. The approach to flexibly administering funds to deliver sustainable initiatives, with input from all voting stakeholders has been a successful route for joint working with local authority partners. One approach to funding the sustainable transport measures at EMG2 could be to set up a similar mechanism, for SEGRO to ring-fence funding for improving sustainable transport connections during the travel plan delivery period (approx. 10 years).
- 8.9 Unlike the measures to be delivered during the travel plan period, a different funding mechanism is likely to be required for the Gateway Shuttle service, to future-proof the service so there will be a continuous funding stream to operate the service, even after the Travel Plan delivery period has ended. One option would be to fund the Gateway Shuttle service through the site's management charge, which is an annual levy paid by all occupiers for the provision of site-wide services. This is the same funding mechanism used at EMG1.
- 8.10 Both funding options will be considered in more detail at the point a planning application is submitted.

## 9. Expected Impacts

- 9.1 This section details the expected impacts of providing sustainable transport connections in terms of the geographic reach by active travel and public transport and the number of people we anticipate using sustainable modes.

### Improving Site Accessibility

#### Active Travel

- 9.2 Figure 9-1 visualises the 60-minute cycling catchment of the site, providing active travel infrastructure is delivered to connect EMG2 with the existing PRoW and National Cycle Network routes. This map considers cycling on all roads, except motorways, as well as any designated off-road cycle routes. It shows that the villages in the immediate vicinity of the site – Diseworth and Kegworth - are within a 15mins cycle. Castle Donington, Shepshed and East Midlands Parkway Railway Station are within a 30mins cycle. The south-eastern fringe of the Nottingham urban area (e.g. Clifton, Long Eaton, Sandiacre, Sawley) are within a 60min cycle.
- 9.3 Using the EMG1 workforce data (2022) as a proxy for where future employees could be drawn from, it shows that 25% of the workforce could be within a 60min cycle of the site. Whilst this is significantly higher than the active travel mode share currently recorded at EMG1 (2%), it must be appreciated that longer-distance cycle connections (e.g. 30min+) may not be appealing to employees working 10-12hr shifts in a warehouse, who also start very early in the morning or late in the evening. Considering this, any future active travel mode share targets should consider the quality of the surrounding active travel network, the working hours of employees and the distance employees are commuting.

#### Public Transport

- 9.4 The site is within close proximity to existing high frequency bus services and introducing an on-site bus interchange would facilitate those services stopping at the site, making it possible for employees to commute by bus; as well as interchanging onto tram or rail services.
- 9.5 Figure 9-2 visualises the 60min public transport catchment for the site. It shows that all the major settlements in the East Midlands, including Loughborough, Leicester, Derby, and Nottingham, would be accessible within an hour, highlighting a wide geographic

catchment for public transport commuting. The possible investment in the skylink Derby-Leicester service to improve service frequency will not have an impact on the geographic extent of the public transport catchment, but will improve the attractiveness of the service for employees, and increase capacity of the service for the operator.

- 9.6 Using the workforce data from EMG1 (2022), 32% of the workforce live within a 60min public transport commute of the proposed development. This suggests that if EMG2 employees are drawn from similar settlements, there is high potential for them to have access to commuting by public transport and could therefore achieve a similar mode share to EMG1.

Figure 9-1: EMG2 Cycling Accessibility

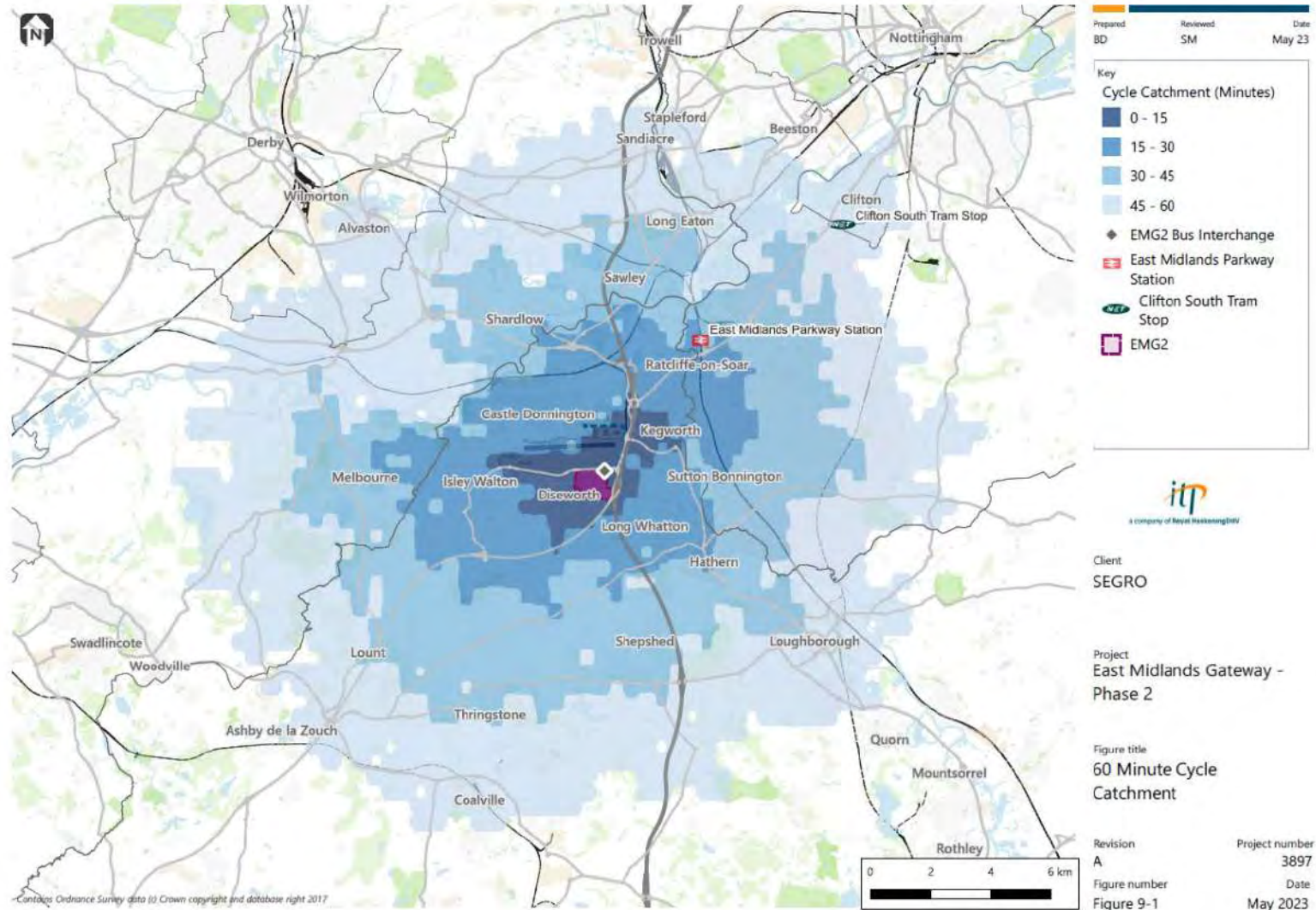
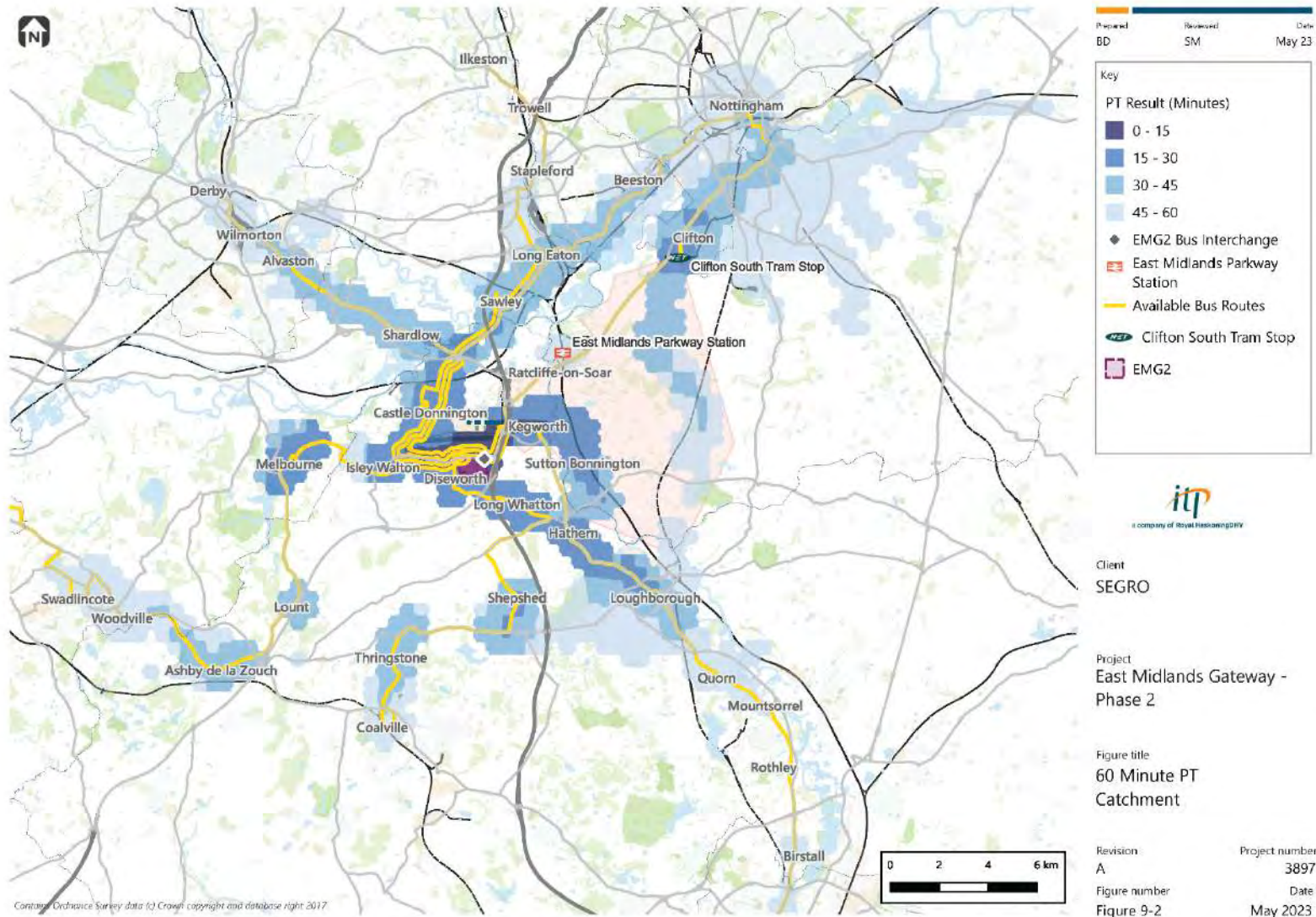


Figure 9-2: EMG2 Public Transport Accessibility





## 10. Conclusion

- 10.1 A clear strategy for connecting the site by sustainable means has been set out in this document. It considers the likely sustainable travel infrastructure and services required during the build / pre-occupation phase, as well as the engagement that would take place when the first tenants begin operations. The strategy is built on a sound evidence base of the effective measures that have been delivered at EMG1 and have seen the site positively exceed the travel plan targets with 45% of employees commuting using sustainable modes (bus, car share and active travel). The similarities between EMG1 and the proposed site in terms of location, existing transport connections, planned operations and type of employment, mean applying the same approach to embedding and promoting sustainable commuting, should lead to high sustainable commuting outcomes.
- 10.2 The key highlights from the proposed strategy are summarised below:
- Expansion of the EMG1 Sustainable Transport Working Group to encompass the proposed development and invitation to all businesses to join existing stakeholder discussions.
  - A dedicated Site Wide Travel Plan Coordinator in post for the duration of the 10-year travel plan delivery period.
  - A new bus interchange at the entrance to EMG2 and bus stops with shelters along the main estate road.
  - Four high frequency bus services and an on-demand service calling at EMG2 bus interchange from first occupation.
  - A Gateway Shuttle bus connecting the bus interchange with bus stops along the main estate road to make it quick and easy to reach the employment units.
  - Consideration for the Gateway Shuttle to be electric to meet sustainability ambitions for the site.
  - Financial investment to increase frequency of the skylink Derby bus service from every 20mins to every 15mins to increase passenger capacity.
  - Provision of one-week taster bus tickets to enable employees to try the bus.
  - Expansion of the existing EMG1 car share platform to encompass the proposed development to help employees from both sites to find a car share partner.
  - EV chargers provided for employees to use.

- Provision of internal active travel infrastructure to support last mile connections within the site.



Integrated Transport Planning Ltd  
Cornerblock  
2 Cornwall Street  
**Birmingham**  
B3 2DX UK  
+44 (0)121 285 7301

Integrated Transport Planning Ltd  
15 Bermondsey Square  
London  
**London**  
SE1 3UN UK  
+44 (0)7498 563196

Integrated Transport Planning Ltd  
1 Broadway  
**Nottingham**  
NG1 1PR UK  
+44 (0)115 824 8250

[www.itpworld.net](http://www.itpworld.net)



# VISION DOCUMENT



# LAND SOUTH OF EAST MIDLANDS AIRPORT

Submitted on behalf of SEGRO

March 2024



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## 01 INTRODUCTION

**01.1** This statement has been prepared on behalf of SEGRO with regard to land at South of East Midlands Airport. SEGRO is promoting the site as a second phase to its highly successful East Midlands Gateway (EMG) development which lies to the immediate north of East Midland Airport. The site would be known as East Midlands Gateway 2 (EMG2).

**01.2** The proposed site has been identified as one of the potential locations for strategic distribution development within the 'North West Leicestershire Draft (Regulation 18) Local Plan under site reference EMP90. The consultation is being held in February – March 2024. SEGRO strongly supports the Plan in respect of the identification of the site as one of the potential locations for strategic employment development.

**01.3** The new Local Plan will set out a spatial vision and strategic policies to guide development within the area to 2040. The Consultation follows a 'Call for Sites' in 2020 and a Spatial Issues and Options Consultation in 2022.

**01.4** This statement is an update from previous versions of this supporting statement and specifically addresses comments made within the in the Proposed Housing and Employment Allocations consultation document, and in particular issues raised with regards to traffic and transport, landscape, flooding, heritage and ecology.

### THE OPPORTUNITY

**01.5** EMG2 provides a unique opportunity for employment growth given its strategic location immediately south of the airport, west of the M1 and in close proximity to the East Midlands Gateway with its rail freight terminal.

**01.6** The strength of this location has been recognised at a national level as per its Freeport status designation and at regional level set out within the Leicester and Leicestershire Strategic Growth Plan (SGP).

**01.7** The vision for the site is to create a best-in-class employment development of the highest environmental standards that will attract new high-quality businesses to this outstanding location.



### SCOPE OF STATEMENT

**01.8** This statement is a further update of the Site Supporting Statement submitted by SEGRO with its response to the 'Call for Sites' Consultation in 2020. It provides information on the site and proposed development and an update on the assessment work that has been undertaken in recent months to inform the development proposals. It provides further information on the following:

- Description of the site
- Background to the Freeport Designation
- Outline of relevant planning policy context
- Information on the site promoter
- Description of the vision for the site and concept masterplan
- Analysis of site opportunities and constraints and key aspects of mitigation strategy
- Summary and conclusions

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## 02 THE SITE & SURROUNDING AREA

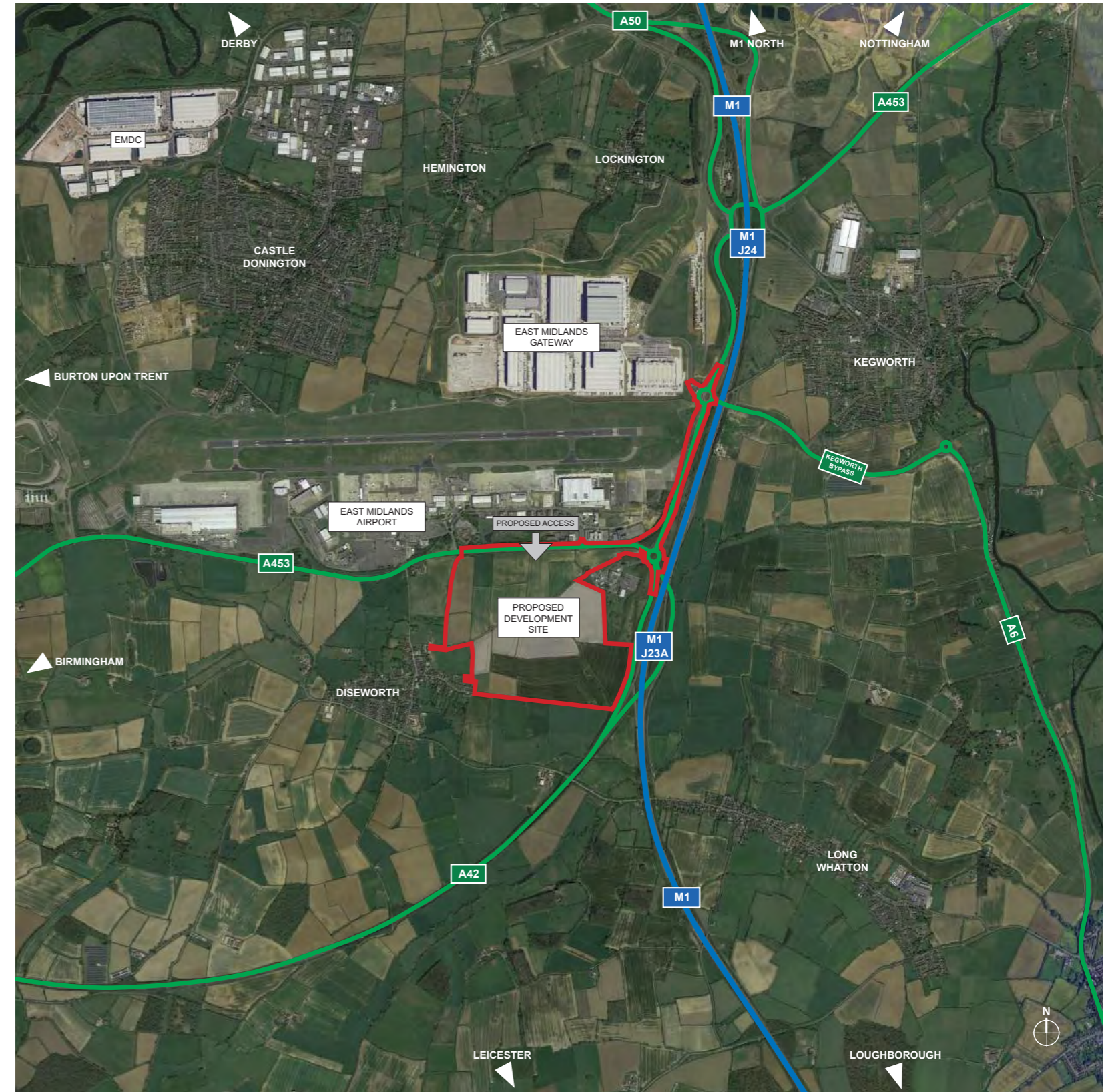
### THE SITE

**02.1** The site is located to the south of East Midlands Airport, south east of Junction 23a M1 and to the east of the village of Diseworth within the administrative area of North West Leicestershire. The area is located in between Loughborough (approximately 15 km to the south east), Derby (approximately 25 km to the north west) and Nottingham (approximately 25 km to the north east).

**02.2** The site is bounded to the north by the A453 (Ashby Road) which connects to the strategic road network via Junction 23a of the M1 motorway to the south-east of the site. Beyond this to the north is East Midlands Airport and north of the Airport is SEGRO's East Midlands Gateway Phase 1 development. Donnington Park Services is located immediately adjacent to the north-east of the site. To the east lies the A42 and the M1. To the south the site is bounded by Long Holden public byway and to the south west is the village of Diseworth. The central area of this village is a Conservation Area.

**02.3** The main site extends to 105ha (gross), and approximately 60 ha (net developable). It comprises of undeveloped arable land with hedgerows and trees dividing the various fields and along the site boundaries. A public byway, known as Hyam's Lane, dissects the site from south west to north east. The wider site which also includes land proposed for highway and servicing works and extends to some 118 ha in total.

### WIDER SITE CONTEXT PLAN



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### 03 FREEPORT DESIGNATION

**03.1** On 1st March 2022, the Government announced the designation of Freeport status to the areas around, and linked to, East Midlands Airport. East Midlands Freeport is the only inland Freeport in England and will create a globally connected, world-leading advanced manufacturing and logistics hub at the heart of the UK. The spatial extent of the East Midlands Freeport covers 3 complementary locations, the East Midlands Airport and Gateway Industrial Cluster (EMAGIC), Uniper's Ratcliffe-on-Soar site, and the East Midlands Intermodal Park (EMIP). The proposed application site falls within the EMAGIC area.

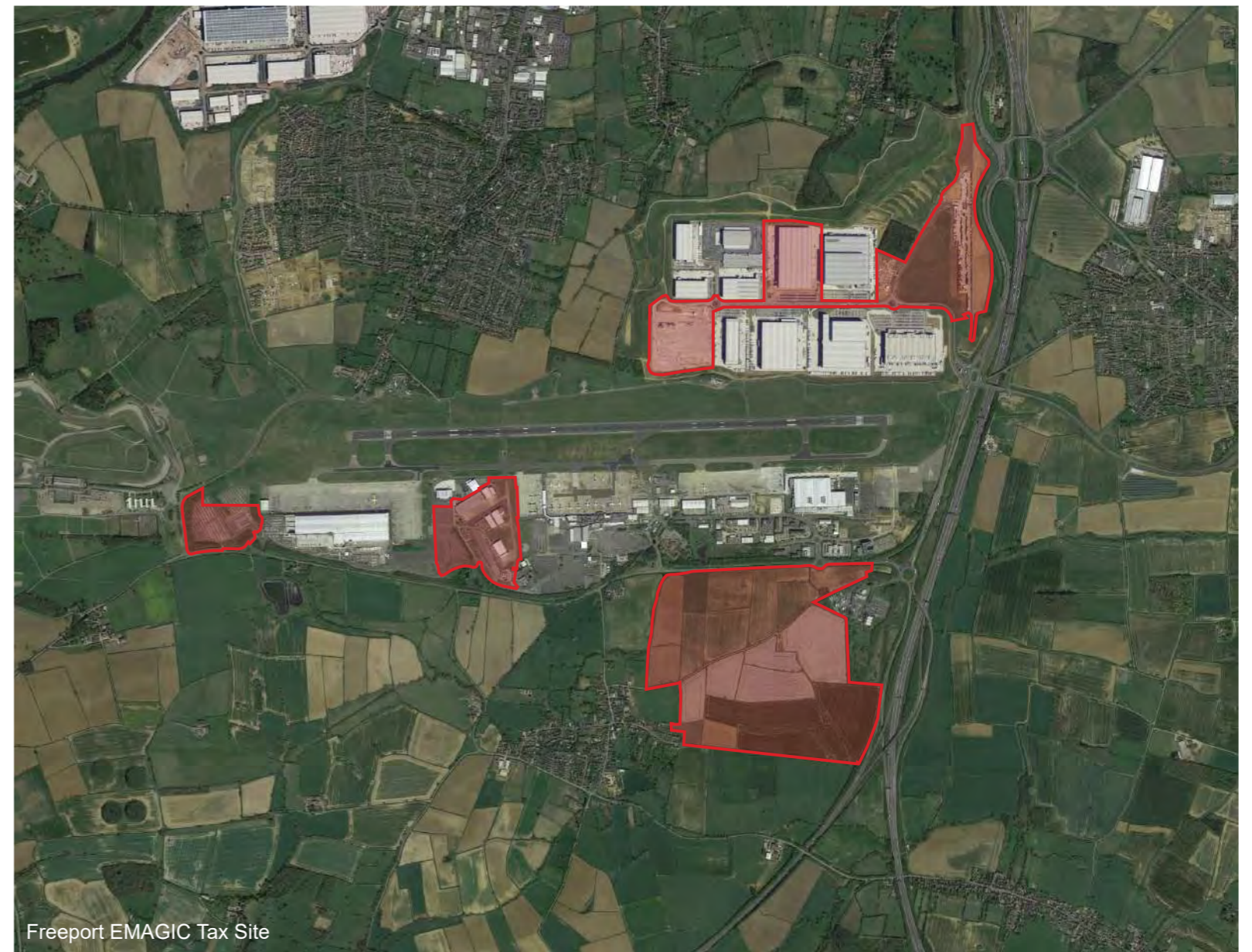
**03.2** Freeport designations are economic designations for special areas within the UK where different economic regulations will apply. They are aimed at leveraging the UK's world-class port infrastructure and a special customs procedure to attract trade-orientated investments. The EMAGIC freeport sites have the benefit of accessibility from road, rail and air.

**03.3** With Freeport status comes a comprehensive package of measures, comprising tax reliefs, customs, business rates retention, planning, regeneration, innovation and trade and investment support and incentives. The Government's Freeport programme aims to play a role in the UK's post-Covid economic recovery and contribute to realising the levelling up agenda. At a Freeport, imports can enter with simplified customs documentation and without paying tariffs. Businesses operating inside designated areas in and around the port can manufacture goods using the imports and add value before exporting again without ever facing the full tariffs or procedures. Freeports are similar to enterprise zones, but are designed to specifically encourage businesses that import, process and then re-export goods. Therefore, the programme will lead to increased trade through designated Freeport areas, such as the East Midlands Freeport.

**03.4** The East Midlands Freeport offers unique opportunities for new high-value, low carbon investment. With Net Zero, skills and innovation at its core, the Freeport is forecast to create 60,000 jobs in the region over the next 30 years and deliver £8.4 billion net additional gross added value to the UK economy.

**03.5** In December 2023, the Government published the Freeports Delivery Roadmap with an emphasis on speeding up delivery of the Freeport sites. In the Ministerial Foreword to the Roadmap the Secretary of State stated that the Roadmap *"is a comprehensive set of measures that government will implement to accelerate Freeport delivery and maximise its benefits for all: we are doubling down on our efforts to promote Freeports to investors; we are making sure those investors have as smooth a journey through the planning system as possible."*

**03.6** The Freeport designation therefore reflects the importance of the East Midlands to the UK economy and follows through from the Midlands Engine Strategy published in 2017. That Strategy recognised the strategic importance of the area and indeed specifically acknowledged the importance of East Midlands Airport to the UK economy as the UK's second largest freight handling airport.



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## 04 PLANNING POLICY AND EVIDENCE BASE CONTEXT

### NORTH WEST LEICESTERSHIRE LOCAL PLAN

**04.1** The current development plan for the area comprises the North West Leicestershire Local Plan. The Local Plan was adopted in November 2017, the Council then began a partial review of the Local Plan in February 2018, which was later adopted in March 2021.

**04.2** The site is not covered by any specific allocations or designations. It is located within the open countryside.

### EMERGING NORTH WEST LEICESTERSHIRE LOCAL PLAN

**04.3** At the time of the initial adoption of the current development plan, it was recognised that an early review would be required to address deficiencies in the supply of housing and employment land. A substantial review is now underway to tackle the housing and employment land requirement shortfalls until 2040.

**04.4** The 'Proposed Housing and Employment Allocations consultation document', for which this statement has been prepared, has identified two potential locations for strategic employment growth, including the EMG2 site to the south of East Midlands Airport (EMP90). This follows on from the 'call for sites' exercise in 2020 and the Issues and Options consultation in 2022. The document highlights a number of strengths and weaknesses of this potential location and these are assessed further within Section 7 of this Site Supporting Statement.



Potential Location for Strategic Distribution - Freeport  
Source: North West Leicestershire Proposed Site Allocations Document - Land South of East Midlands Airport.

### LEICESTER AND LEICESTERSHIRE STRATEGIC GROWTH PLAN (SGP)

**04.5** The SGP has been prepared by ten partner organisations in Leicester and Leicestershire including North West Leicestershire District Council to provide a long-term vision to guide the growth of the area to 2050. The strategy is to be delivered through the individual Local Plans of the partner authorities.

**04.6** The SGP specifically identifies East Midlands Airport as a major employment opportunity and forms part of the 'Leicestershire International Gateway' area. With regard to employment development, the SGP seeks to focus development along transportation corridors and close to important employment centres.

### LEICESTER AND LEICESTERSHIRE HOUSING AND ECONOMIC DEVELOPMENT NEEDS ASSESSMENT (HEDNA)

**04.7** The latest HEDNA was published in January 2017 to assess future housing needs, the scale of future economic growth and the quantity of land and floorspace required for B-class economic development uses between 2011 and 2031/36.

**04.8** With regards to strategic employment development, the HEDNA concluded that there is a need for a total of 361ha of replacement and new strategic Class B8 land for the County as a whole up to 2031.

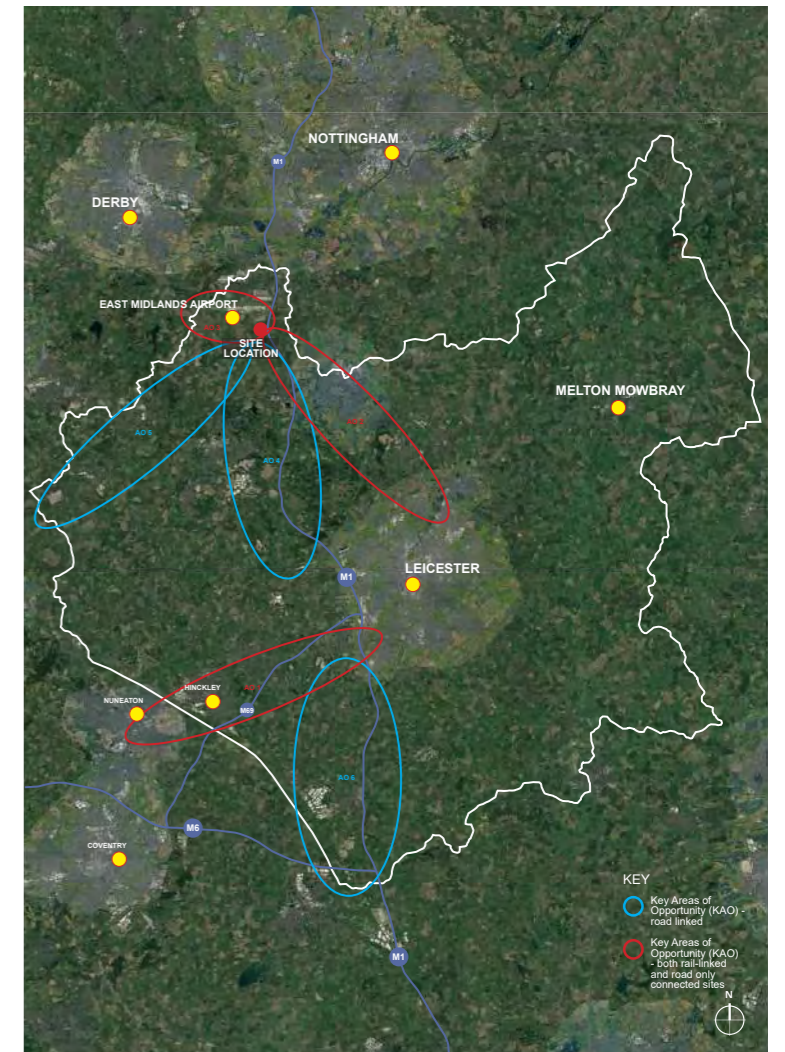
### WAREHOUSING AND LOGISTICS IN LEICESTER AND LEICESTERSHIRE

**04.9** In conjunction with the Leicester and Leicestershire Local Enterprise Partnership, local authorities in Leicester and Leicestershire jointly commissioned a study focussing on the planning of large-scale logistics warehouse facilities and seeks to estimate the demand for such across the area until 2041 entitled 'Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change' (GL Hearn 2021).

**04.10** It concludes that there is demonstrable and immediate need for additional logistics space across the FEMA totalling some 861 hectares for the 21-year period. Although it does not

apportion this figure between the local authorities, it identifies several broad Key Areas of Opportunity. Of particular note is that most of these Key Areas identified all converge and overlap at and around East Midlands Airport where the EMG2 site is located.

**04.11** The Proposed Housing and Employment Allocations consultation document acknowledges that a further study is currently in preparation in order to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire.



Key Areas of Opportunity for Strategic Logistics in Leicestershire

## 05 SITE PROMOTER

**05.1** The site is being promoted by SEGRO who already own and operate the highly successful East Midlands Gateway logistics park north of East Midlands Airport.

**05.2** SEGRO is a UK Real Estate Investment Trust (REIT), listed on the London Stock Exchange and Euronext Paris, and is a leading owner, manager and developer of modern warehouses and industrial property. It owns or manages 10.3 million square metres of space (110 million square feet) valued at £21 billion serving customers from a wide range of industry sectors. Its properties are located in and around major cities and at key transportation hubs in the UK and in seven other European countries.

**05.3** The 700-acre East Midlands Gateway (EMG) development was approved via DCO in 2016. The development is now almost complete and current occupiers at the site include Amazon, Very, XPO Logistics, Maersk and Kuenne+Nagel. EMG also includes a Strategic Rail Freight Interchange (SRFI) capable of handling up to sixteen 775m freight trains per day, container storage and HGV parking.

**05.4** Having successfully delivered one of the largest logistics developments in the area at EMG, and in light of the long term demands for logistics space and the strength of this location, SEGRO is promoting this additional land south of East Midlands Airport as a next phase of EMG to meet further long-term needs.

**05.5** For over 100 years SEGRO has been creating the space that enables extraordinary things to happen. From modern big box warehouses, used primarily for regional, national and international distribution hubs, to urban warehousing and manufacturing facilities located close to major population centres and business districts, it provides high-quality assets that allow its customers to thrive.

**05.6** A commitment to be a force for societal and environmental good is integral to SEGRO's purpose and strategy. Its Responsible SEGRO Framework focuses on three long-term priorities where the company believes it can make the greatest impact: Championing Low-Carbon Growth, Investing in Local Communities and Environments and Nurturing Talent. Further details of the Responsible SEGRO Framework are contained within Appendix 1.



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## 06 SITE VISION & CONCEPT MASTERPLAN

### VISION

**06.1** SEGRO's aim is to deliver a first-class development of the highest design and environmental standards that will attract businesses to invest or expand in the area.

**06.2** It is proposed to bring the site forward as a strategic employment site with a mix of B8 and B2 employment uses. Technical work is ongoing and has been updated following recent work on heritage, landscape and transport.

**06.3** Access to the site would be taken off the A453 which provides a direct route to the strategic road network (M1 and A42) and links the site with the wider employment developments to the north and the existing air and rail freight facilities at East Midlands Airport and East Midlands Gateway.

**06.4** The key elements of the proposal can be summarised as:

- Potential for up to 279,000 sq.m. (3m sq.ft) of new employment floorspace further strengthening North West Leicestershire as a strategic employment location;
- Provision of a range of building sizes to accommodate market demands from both manufacturing and logistics occupiers;
- Potential to support at least 4,000 jobs and make a significant contribution to both the local economy and to that of the wider region;
- Potential to support regional and national economic strategies and objectives in respect of the Freeport designation;
- To follow principles of 'great place-making' with high quality buildings set in a managed high-quality landscape environment including significant landscape buffers and green corridors providing 10% net biodiversity gain; and
- To secure the highest standards of sustainability and embedding effective sustainable transport measures throughout.

### DEVELOPMENT PARAMETERS PLAN



SITE SUPPORTING STATEMENT












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## 06 SITE VISION & CONCEPT MASTERPLAN

### MASTERPLANNING

**06.5** Based on these development principles, an initial Illustrative Masterplan has been developed.

**Key**

	Application Boundary
	Existing Tree Retained
	Existing Telecoms Mast
	Existing Public Right of Way / Footpath
	Proposed footpath
	Indicative Gradient
	Existing Pond
	Proposed Bus stop
	Cycle Hire virtual Docking Station
	Existing Foul water easement [5m easement either side]
	Existing Overhead HV cables [3m easement either side]

### ILLUSTRATIVE MASTERPLAN



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## 07 MITIGATION & DELIVERABILITY

**07.1** The development concept has been informed by a number of detailed environmental and technical considerations. Further assessment work, particularly on transport, drainage, landscape, ecology and heritage has been undertaken since the Spatial Options Consultation in 2021 as outlined in this section. A number of supporting technical reports expanding on these issues are also submitted alongside this Statement. Overall, it is demonstrated that all technical issues can be satisfactorily addressed and the proposal is fully deliverable and viable without significant harm to the environment.

### TRAFFIC AND ACCESS

**07.2** The area benefits from excellent accessibility to the strategic road network via the M1 Junction 23a and the A42, and is located in a strategically significant position for logistics with connectivity to the UK's motorway network.

**07.3** The proposals include a principal access into the site from the north via a new site access roundabout, located centrally along the A453, with a new internal spine road running north to south to serve the proposed development plots. The access roundabout has been designed to accommodate the traffic from the application proposals whilst also taking account of the existing traffic associated with the Airport and along the A453. In respect of the eastern most part of the site (Zone 7), this will be accessed via a newly constructed spur to join on to the existing roundabout on the A453 at the north east part of the site. Provision has been made for a bus interchange within this area, with the principal of this location agreed with the Local Highway Authority.

**07.4** In terms of accessing the proposed employment zones south of Hyam's Lane, a bridge is proposed to cross the byway to avoid any disruption or impact on Hyam's Lane usage and to reflect the plot levels proposed. The bridge has been designed to accommodate the weight capacities of the proposed traffic. A footpath is proposed from Hyam's Lane which links to the southern part of the application site as well as a further proposed footpath linking Hyams Lane to the proposed bus interchange.

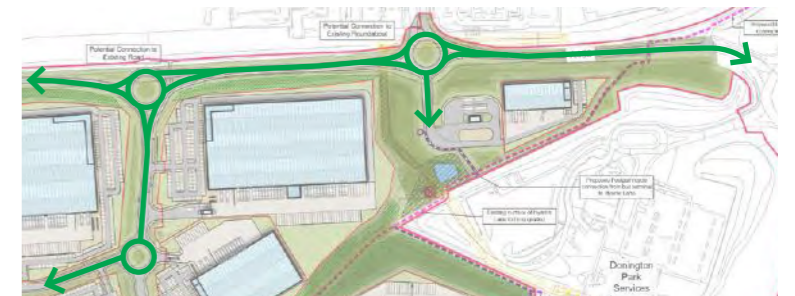
**07.5** The consultation document acknowledges that given the level of traffic that could be generated from the proposed site, it will be important to understand the likely impact on the road network, including both J23a and J24 of the M1.

**07.6** In this regard, a full and detailed transport assessment has been commissioned by SEGRO and a Transport Working Group (comprising of various highways authorities including National Highways and Leicestershire County Council) is guiding the scope and methodology of this process. It will ensure all transportation matters are fully considered and appropriate mitigation put in place. The key highway infrastructure requirement will be off the A453 and this access corridor will be fully assessed and an upgrade/mitigation package put in place to ensure traffic from any development can be fully and safely accommodated on the network.

**07.7** A position statement of the current progress with highways matters has been submitted to accompany these representations and provides an overarching summary of the work undertaken to date, likely impacts, and mitigation approach.



Strategic Road Network



Proposed Site Access



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**07 MITIGATION & DELIVERABILITY**

**SUSTAINABLE TRANSPORT STRATEGY**

**07.8** A key component of the site proposals will be a Sustainable Transport Strategy which will mirror the extremely successful EMG Sustainable Travel Strategy. This is recognised nationally as an exemplar strategy which has far exceeded all targets and is currently achieving single use employee car patronage to EMG1 as low as 51%.

**07.9** Central to the EMG Sustainable Transport Strategy is the Gateway Shuttle Bus service. This is a free ‘last mile’ service for employees which links in with existing local bus operator services at the dedicated on-site interchange at the entrance to EMG1. Using state of the art electric shuttle buses, patronage of this service is at an all-time high and has far exceeded expectations, with 4,800 trips per week. The shuttle service is co-ordinated through a dedicated EMG Transport Working Group and close cooperation between all parties means that bus services operate throughout the day including in the early morning and late evening to support the shift patterns of the businesses.

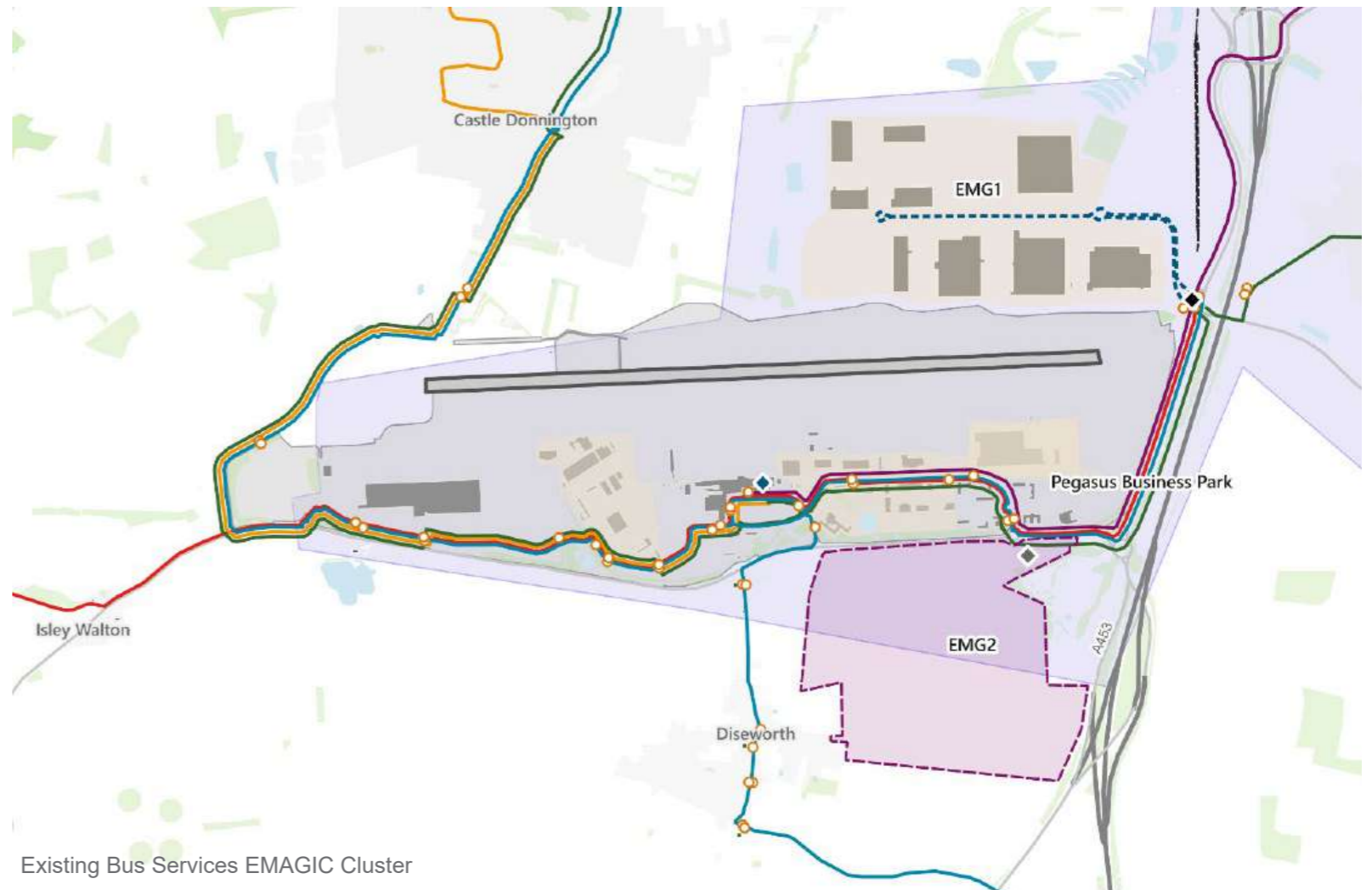
**07.10** The proposed bus interchange at EMG2, proposed within Zone 7, will mirror, and act as the further hub for, the existing shuttle services, connecting employees arriving at the EMG1 or EMG2 bus interchanges with local bus routes and the internal bus stops within the site. Given the significant and anticipated blending of operations between the two sites, the service will provide a direct and highly sustainable link between EMG1 and EMG2.

**07.11** As with EMG1, the shuttle will be free for employees to use, providing a highly sustainable and affordable alternative to single occupancy travel. The service will again be fully electric to meet SEGRO’s sustainability ambitions and corporate objectives.

**07.12** Opportunities to connect the site via safe and convenient pedestrian and cycling routes are also being explored including connections to the village of Diseworth via an enhancement and resurfacing of Hyam’s Lane and options to provide pedestrian/ cycle links circular along the site boundaries.

**07.13** The buildings within the development will be planned with sustainable transport at its heart with state-of-the-art changing facilities, showers and cycle parking provision alongside support for the site wide sustainable travel initiatives. Extensive electric vehicle charging points will be provided across the development. This will ensure the site contributes towards the wider decarbonization plan for transport and reducing the impact of development on climate change.

**07.14** Full details of the proposed sustainable transport strategy are provided in a separate document to accompany these representations.



Existing Bus Services EMAGIC Cluster

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## 07 MITIGATION & DELIVERABILITY

### LANDSCAPE AND VISUAL IMPACTS

**07.15** The landscape and visual impacts of the proposal have also been subject to detailed assessment and, given the close interrelationship with heritage impacts, considered in parallel with them as regards the potential impacts and the mitigation required to minimise any harm to the character of the surrounding area.

**07.16** In general, the site is well contained to the north by East Midlands Airport and by the M1 to the east. These major road corridors provide a good degree of containment in these directions. To the west and south the site is bound by a combination of farmland, field hedgerows and with the village of Diseworth to the west.

**07.17** The landscape character of the site and its immediate context is varied and comprises a mix of uses, features and influences, from the airport and wider commercial area, major road infrastructure and motorway services on its northern and eastern sides to the open farmland and hedgerows, within and to the south of the site.

**07.18** As previously referenced, Diseworth and its respective heritage assets has been a key consideration in devising and developing the design of the proposals. The provision of a strong boundary landscape framework with a broad green buffer community park to the west, south-western and southern site boundaries is central to the overall development concept. This will form a robust landscape setting to the new development and deliver valuable multi-use green infrastructure benefits; including biodiversity and public access enhancements.

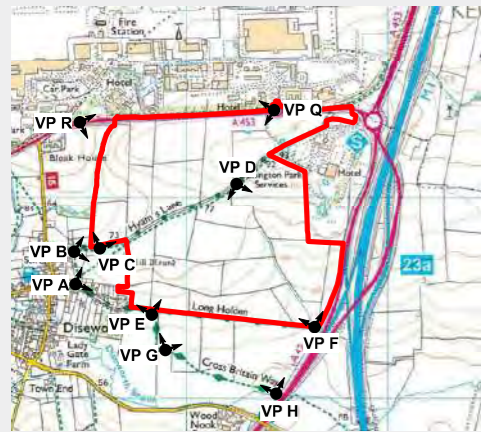
**07.19** The outer landscape proposals will also include mitigation mounding and together with extensive new native woodland proposals will visually screen and limit views towards the future development.

**07.20** Full consideration has also been given to the impacts of the development on the public rights of way network including Hyam's Lane that crosses the site. It is currently envisaged that this public right of way, and associated hedgerows, will remain in situ and be upgraded to enhance its experience for all users.

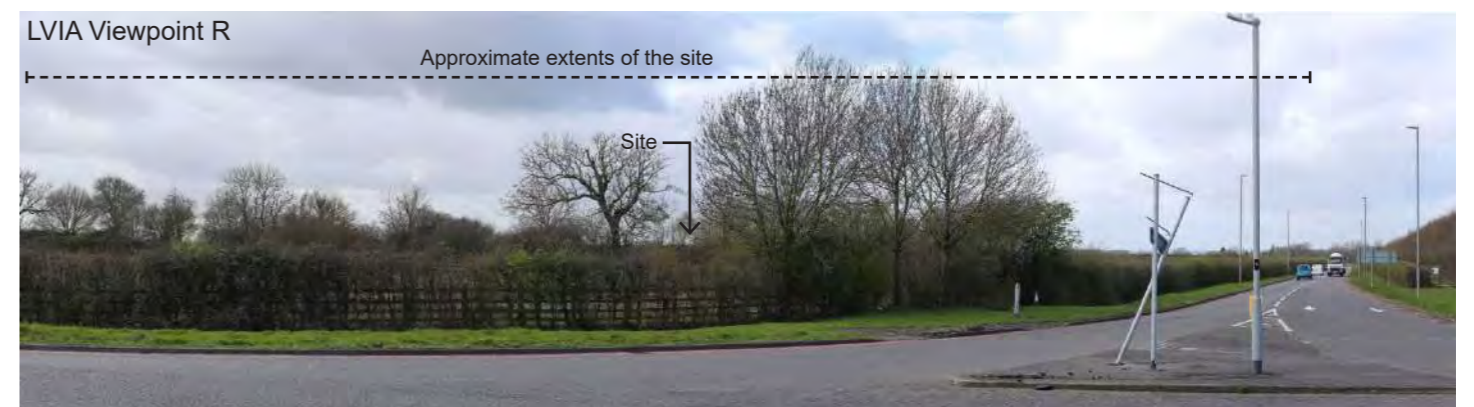
**07.21** A standalone Landscape Visual Appraisal has been prepared and submitted as part of these representations.

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LVIA Viewpoint Locations





## 07 MITIGATION & DELIVERABILITY

### HERITAGE

**07.22** A detailed heritage assessment has been undertaken to assess the above and below ground designated heritage assets affected by the proposal

**07.23** It had been identified that the proposed development has the potential to affect the significance of the Grade II\* listed Church of St Michael and All Angels in Diseworth and the Diseworth Conservation Area itself. No other built heritage assets will be affected.

**07.24** In recognition of that potential for harm, the proposals have been carefully planned and impacts mitigated through the introduction of the community park to the west side of the site which will include the retention of some of the existing landscaping areas and the provision of a significant level of new landscaping, including bunding. Furthermore, careful consideration has been given to the siting of the proposed units and their heights and massing.

**07.25** The residual impacts on the heritage assets are that the development will only result in a medium level of less than substantial harm to the significance of the Church, and only a low level of harm to the character and appearance of the Conservation Area.

**07.26** In terms of below ground heritage, there are no designated archaeological assets which lie within the immediate proximity of the study site, nor does it lie within an area of designated archaeological priority. The site has already been subject to several geophysical surveys and significant trial trenching, in consultation with Leicestershire County Council's heritage officers, which has demonstrated that there are no deposits of significance.

**07.27** A Heritage Position Statement has been submitted as part of these representations.

### FLOOD RISK AND DRAINAGE

**07.28** The Environment Agency flood risk map shows that the site is located entirely with Flood Zone 1 – land which is classified as being at a low probability of flooding from major watercourses. The nearest Flood Zone extents are located approximately 260m south of the site and are associated with

the Diseworth Brook. There is a minor ditch/ watercourse present within the south-eastern corner of the site.

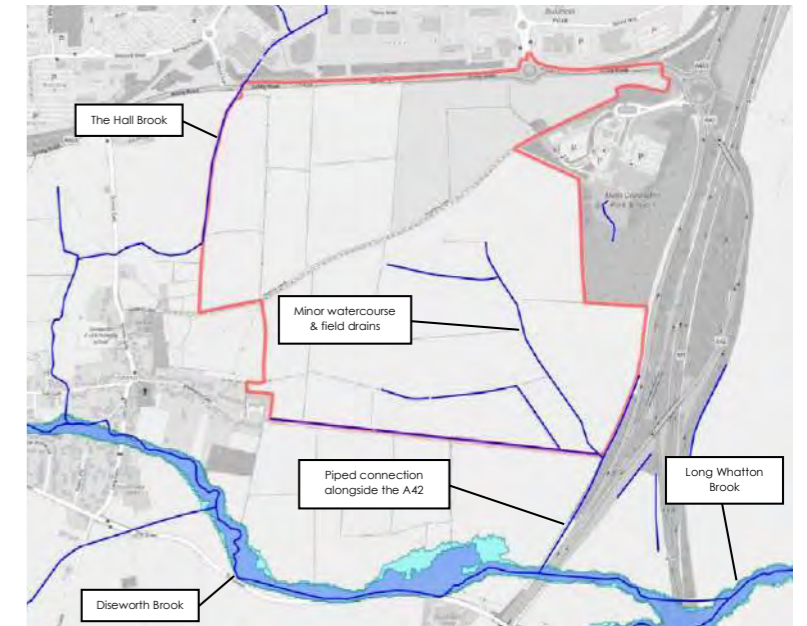
**07.29** A surface water drainage strategy has been devised to ensure that runoff generated by the proposed development is dealt with sustainably in accordance with local and national standards. The potential increase in surface water runoff brought about by the introduction of impermeable surfaces within the site will be mitigated by attenuating the discharge rate from the site to the equivalent greenfield annual average runoff rate. Under normal rainfall events this will ensure that the discharge rate from the site is not increased above the existing rate, and in larger storm events this will represent a reduction in the rate of storm water leaving the site, thereby offering downstream betterment. Further betterment will be offered by directing all runoff from the development to the southern eastern watercourse, thus bypassing the village of Diseworth entirely. Therefore, the amount of storm water runoff from the site being directed towards this flood receptor will be reduced below pre-development levels.

**07.30** Attenuated storm water storage will be provided within the development with capacity for the 1 in 100-year return period storm, with additional capacity provided to accommodate future climate change. The majority of the storage will be found within Sustainable Drainage Systems (SuDS) in the form of a series of cascading swales and basins that will wrap around the western and southern edges of the development. Where necessary, additional storm water storage will be provided within below ground pipes and tanks within each development parcel.

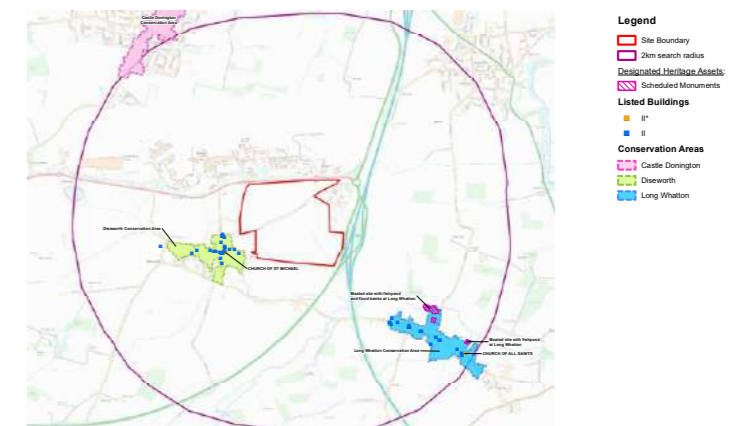
**07.31** Given the proximity of the airport, in order to avoid bird strike, the basins and swales will be designed to not have permanent water in order to discourage attracting birds.

**07.32** The proposed scheme will continue to discharge to the minor ordinary watercourse present within the south-eastern corner of the site. To accommodate the development, the watercourse will be realigned to flow alongside the eastern boundary of the site.

**07.33** A drainage position statement has been prepared and submitted as part of these representations.



Flood Map



Heritage Asset Plan



Grade II\* Listed - Church of St Michael

## 07 MITIGATION & DELIVERABILITY

### ECOLOGY

**07.34** The principles of biodiversity net gain have also been central to the development strategy and masterplanning of the site. The site is currently in arable use and is dominated by habitats of limited ecological value. The habitats of greater ecological value, including the hedgerows and trees along the field boundaries have been integrated into the proposals wherever possible.

**07.35** There are no nationally designated wildlife sites on the site. There is a non-statutory potential Local Wildlife Site (pLWS) adjacent at Donnington Park Services but no direct impact is proposed to this area.

**07.36** The concept masterplan seeks to retain and enhance existing ecology corridors where possible and includes substantial areas of new habitat and landscaping. This will ensure that a high-quality network of blue and green infrastructure is provided that will secure at least 10% net biodiversity gain.

**07.37** A stand-alone ecology position statement has been prepared and submitted as part of this representation.

### OTHER CONSIDERATIONS

#### Utilities

**07.38** It is known that there are existing utilities and services crossing the site including overhead power lines and a drain. It is however proposed that the power cables will remain in situ and the field drain will be diverted.

#### Ground Conditions

**07.39** The site is undeveloped agricultural land with no previous known development. The historic use of the site for agriculture makes the presence of significant concentrations of potential contaminants or hazardous ground gases highly unlikely.

#### Land ownership

**07.40** The site is under the control of SEGRO and East Midlands Airport who are both seeking to see the site allocated and brought forward for commercial use.



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## 08 SUMMARY & CONCLUSIONS

**08.1** This document has been prepared on behalf of SEGRO to support the continued promotion of land south of East Midlands Airport for strategic employment growth through the North West Leicestershire Local Plan Review.

**08.2** The site has been included as a potential growth location (EMP90) in the Draft (Regulation 18) Local Plan published for consultation in February 2024. This Site Supporting Statement provides an update on the site and development proposals to inform the preparation of the Draft Plan.

**08.3** This statement has shown that the site is available and deliverable. Matters such as traffic and access, heritage, landscape/visual impact and flood risk, which have been highlighted as potential issues in the consultation document, have been fully addressed and it has been demonstrated that these issues can be mitigated. As such there are no known technical constraints that would restrict the site's development for strategic employment uses.

**08.4** The vision for the site represents a truly unique opportunity to provide a very significant contribution to the local, regional and national economy by creating a best-in-class employment development of the highest environmental standards that will attract new high-quality businesses to this outstanding location.

**08.5** A development concept for the site has been prepared and shows that the site could accommodate a range of employment uses with a total potential floorspace of some 279,000sq.m. (3m sq.ft) which could support at least 4,000 jobs.

**08.6** It is considered that the site presents a unique opportunity for employment growth given its strategic location to the south of EMA and EMG and excellent road access and proximity to air and rail freight facilities. It should therefore be allocated in the North West Leicestershire Local Plan.

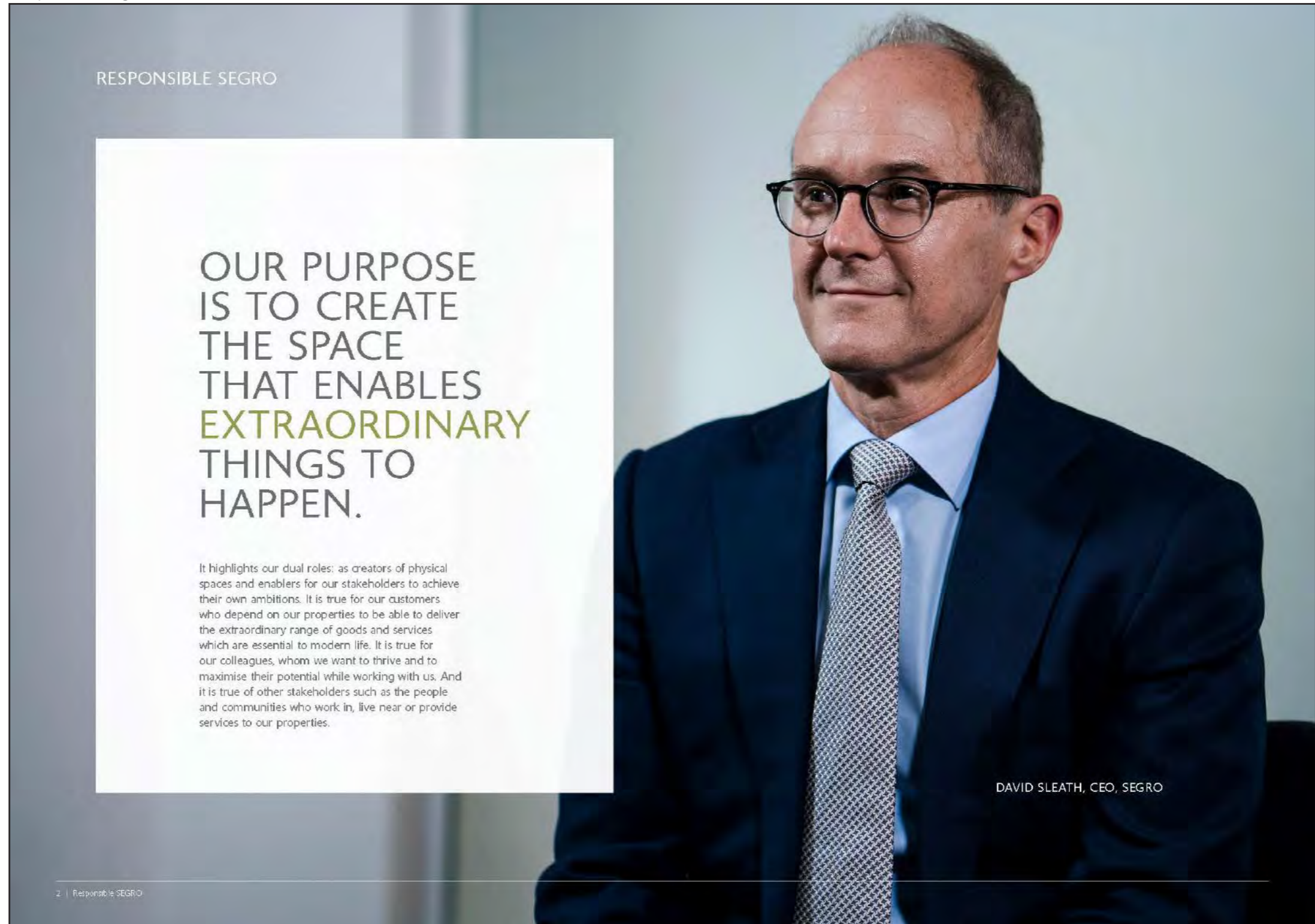


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Responsible Segro Framework

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RESPONSIBLE SEGRO

OUR COMMITMENT TO BE A FORCE FOR SOCIETAL AND ENVIRONMENTAL GOOD IS INTEGRAL TO OUR PURPOSE AND STRATEGY.

This has been at the core of how we do business for over 100 years, and will be just as important for the next 100. This commitment is led by our Board, but lived by SEGRO colleagues every day. It's about doing the right thing and making a positive impact wherever we operate.

To make sure that we continue to meet our own high standards and those that are expected of us, as part of this process we have listened to our customers, employees, suppliers, investors and other stakeholders to understand what's important to them and how we can be a force for good beyond the buildings we create and own. Our ambition is to be the partner of choice for all of our stakeholders, to enable us to create long-term economic and societal value.

Our long-held commitments to leadership in health and safety, stakeholder engagement, corporate governance and being a good corporate citizen are stronger than ever and our Responsible SEGRO priorities have been designed to support and enhance these.

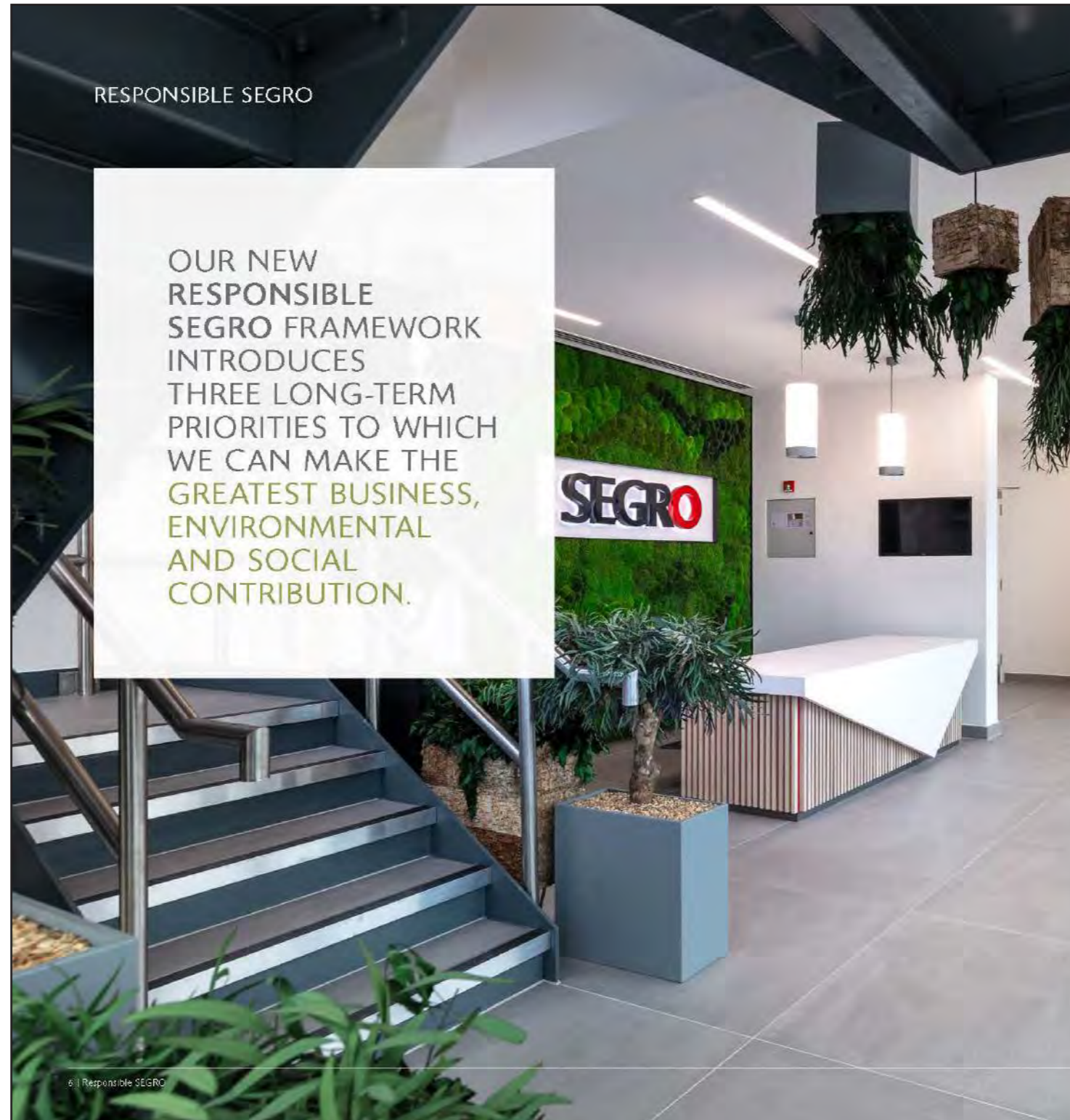


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Our three priorities are:

- CHAMPIONING LOW-CARBON GROWTH
- INVESTING IN OUR LOCAL COMMUNITIES AND ENVIRONMENTS
- NURTURING TALENT

For each of these areas we have established challenging initial targets, against which we will report annually, and have set out the actions needed to achieve them. We will set additional, more specific, supporting targets as necessary and we expect our actions and approach to evolve over time to reflect our achievements, technological change and the priorities of our stakeholders and wider society.

We have put the right structures in place throughout our business to monitor how we are performing against our targets, and we will achieve our goals by drawing on our expertise in our field; our strong relationships with our investors, customers and suppliers; and the resourcefulness and determination of our people.

Our goals will be achieved by working with our local communities, our partners – in particular our customers – and our suppliers in order to deliver real change for the greater good.

We believe that working towards and achieving the goals within the Responsible SEGRO framework will ensure we remain a business fit for the future, one that helps our customers grow, our communities flourish and our people thrive.

In short, that we will continue to create the space which allows extraordinary things to happen for many years to come.

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RESPONSIBLE SEGRO

OUR THREE LONG-TERM PRIORITIES

	CHAMPIONING LOW-CARBON GROWTH	INVESTING IN OUR LOCAL COMMUNITIES AND ENVIRONMENTS	NURTURING TALENT
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CONTEXT	SEGRO recognises that the world faces a climate emergency and we are committed to playing our part in tackling climate change, by limiting global temperature rise to less than 1.5 degrees, in tandem with growth in our business and the wider economy.	SEGRO is an integral part of the communities in which it operates, and we are committed to contributing to their long-term vitality.	SEGRO's people are vital to and inseparable from its success, and we are committed to attracting, enhancing and retaining a diverse range of talented individuals in our business.
TARGETS	We will be net-zero carbon by 2030.	We will create and implement Community Investment Plans for every key market in our portfolio by 2025.	We will increase the overall diversity of our own workforce throughout the organisation.
ACTIONS	<p>We will aim to reduce carbon emissions from our development activity and the operation of our existing buildings, and eliminate them where possible.</p> <p>We will research and implement innovative approaches to absorb or offset residual carbon.</p>	<p>We will work with our customers and suppliers to support our local businesses and economies.</p> <p>We will help improve the skills of local people to enhance their career and employment opportunities, by investing in local training programmes.</p> <p>Equally, we will enhance the spaces around our buildings, working with local partners to ensure we meet the needs of our communities.</p>	We will provide a healthy and supportive working environment, develop fulfilling and rewarding careers, foster an inclusive culture and build a more diverse workforce.

UN SDG ALIGNMENT

Through our Responsible SEGRO programme and a focus on the three core priorities above, we believe that we are able to make the greatest contribution to six of the United Nations Sustainable Development Goals.

3 GOOD HEALTH AND WELL-BEING



7 AFFORDABLE AND CLEAN ENERGY



8 DECENT WORK AND ECONOMIC GROWTH



10 REDUCED INEQUALITIES



11 SUSTAINABLE CITIES AND COMMUNITIES



13 CLIMATE ACTION



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RESPONSIBLE SEGRO

CHAMPIONING  
LOW-CARBON  
GROWTH

SEGRO RECOGNISES  
THAT OUR PLANET  
IS FACING A CLIMATE  
EMERGENCY, AND  
WE ARE COMMITTED  
TO PLAYING OUR  
PART IN TACKLING  
CLIMATE CHANGE.

We will play a leadership role in our industry's response to the low carbon imperative, supporting all our markets in meeting their national objectives. We will lead by example, setting ourselves demanding targets, and will also support and challenge our suppliers and customers so that, together, we can drive sustainable growth for all our stakeholders while reducing emissions. We will also promote innovation and advance best practice in our sector through active engagement in key industry groups.

16 | Responsible SEGRO



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RESPONSIBLE SEGRO

CHAMPIONING LOW-CARBON GROWTH

Our buildings are vital enablers of economic growth and assist the efficient functioning of the economy. As a society, however, we need growth that does not damage our long-term future and we recognise that real estate is a significant contributor to carbon emissions through the construction and operation of buildings.

Our priority is to eliminate as far as possible the carbon emissions from the development of new buildings and the operation of existing buildings, and we will then ensure that any residual carbon is offset or absorbed meaningfully and effectively.

OUR GOAL

WE WILL BE NET-ZERO CARBON BY 2030.

UN SDGs



12 | 1 Responsible SEGRO



BUILDING LOWER-CARBON SPACES

WHERE WE START FROM

We are committed to reducing the average embodied carbon intensity of all new developments by 20% by 2025 (compared to a 2019 baseline).

WHAT WE WILL DO

We will work with our partners and suppliers to find and deliver innovative, low carbon materials and techniques to further reduce the embodied carbon of our developments.

We will embed sustainability in our developments from the design phase, taking a full life-cycle approach.

RUNNING LOWER-CARBON SPACES

We are committed to reducing the carbon intensity of our operated properties by 40% by 2025 (compared to a 2017 baseline).

We will cut the carbon emissions from the buildings we operate whilst also challenging and supporting our customers to reduce theirs, furthering their own sustainability objectives and reducing their operating costs.

We will do this by increasing the use of renewable energy across our portfolio through promoting or supplying green energy tariffs, or directly from increasing our solar generation capacity, and by developing innovative energy efficiency and sustainable transport solutions.

ABSORBING ANY RESIDUAL CARBON

We do not offset emissions today, and our priority will be to eliminate, as far as possible, all embodied and operating carbon emissions across our portfolio, including Scope 3 emissions.

To address any residual carbon, we will research and implement innovative approaches to carbon absorption and offset, using our scale and resources to create local, authentic and effective ways to capture carbon from the air.

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RESPONSIBLE SEGRO

INVESTING IN OUR LOCAL COMMUNITIES AND ENVIRONMENTS

Our primary focus is on creating opportunities for employment, but we will adapt our approach where it is clear, as during the COVID-19 pandemic, that our support would be better directed at other more urgent community needs. The physical environment is also hugely important so we work to enhance the quality of the open spaces around our properties, to support biodiversity and the wellbeing of our customers' staff and the communities in which we operate. In short, we will act as responsible neighbours.

To ensure the best outcomes for our communities from our investments, we will play a more active role in the creation and delivery of our community programmes, involving colleagues throughout the business.

OUR GOAL

WE WILL CREATE AND IMPLEMENT COMMUNITY INVESTMENT PLANS COVERING EVERY KEY MARKET WITHIN OUR PORTFOLIO BY 2025.

UN SDGs



16 | Responsible SEGRO



DEVELOPING TRAINING AND EMPLOYMENT OPPORTUNITIES

WHERE WE START FROM

We work hard to make sure that our buildings and estates, which are often situated in or close to residential areas, are valued by the local community, in particular as local employment hubs. We have, for many years, helped people into work by facilitating access to training, mentoring and support. We have helped develop the skills of many thousands of people and supported the creation of new businesses.

WHAT WE WILL DO

We will broaden the scope and increase the scale of our work with our local stakeholder partners as well as customers and suppliers, to identify and invest in the most effective opportunities to develop the skills local people need to secure meaningful employment.

We will focus on reaching more people and, together with our customers and partners, help them back into education, training or employment. We will invest in impactful employment-led projects over a longer period of time to maximise the outcomes for local residents.



WORKING WITH OUR CUSTOMERS TO SUPPORT OUR LOCAL ECONOMIES

We use our convening power to bring together our customers, neighbourhood contractors and suppliers, local authority partners and community groups. Building connections in this way increases potential for local collaboration among these important groups of stakeholders and facilitates a more sustainable local economy and the creation of local training and employment opportunities.

We will support and showcase the growth of local businesses, helping our customers – from small enterprises to industry leaders – to scale up, and learn from each other, connecting them with local suppliers, government and community groups and educational establishments to enable them to achieve extraordinary things.



IMPROVING THE LOCAL ENVIRONMENT, BEYOND OUR SPACES

We are committed to identifying and investing in projects aimed at enhancing the space around our buildings. We work in partnership with our customers and communities to improve the local environment, from volunteering and supporting biodiversity and environmental projects to facilitating greener transport operations, such as cycling and electric vehicles.

We will work with our customers and partners to improve biodiversity and mitigate air pollution in and around our estates, by providing electric vehicle charging infrastructure and using natural and innovative ways of improving air quality.

We will continue to support community projects aimed at enhancing the local environment, creating spaces that are open to all so that more people can benefit. We will offer not just financial support but more of our colleagues' time and expertise to ensure this can happen.

09 APPENDIX

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RESPONSIBLE SEGRO

NURTURING  
TALENT

SEGRO'S PEOPLE  
ARE VITAL TO, AND  
INSEPARABLE FROM,  
ITS SUCCESS, AND  
WE ARE COMMITTED  
TO ATTRACTING,  
CREATING AND  
RETAINING TALENTED  
INDIVIDUALS.

We want all of our people to be able to reach their full potential and thrive at SEGRO and we know that to achieve this we must provide an inclusive working environment, where everyone can be themselves, have access to fulfilling careers and opportunities, and feel supported.

09 APPENDIX

SITE SUPPORTING STATEMENT

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RESPONSIBLE SEGRO

NURTURING TALENT

Our ambition is to have an inclusive and supportive culture with a motivated workforce of talented people that reflects the make-up of the countries that we operate in.

This is not only the right thing to do, but we firmly believe that it will also make our business stronger and more resilient.

We recognise that as a company and as an industry, we need to do more to achieve greater diversity and to become truly inclusive, and we will support and challenge our suppliers and partners to do the same for their people.

**OUR GOAL**  
WE WILL INCREASE THE OVERALL DIVERSITY OF OUR OWN WORKFORCE THROUGHOUT THE ORGANISATION.

UN SDGs



FOSTER A MORE INCLUSIVE CULTURE AND BUILD A MORE DIVERSE WORKFORCE

PROVIDE A HEALTHY AND SUPPORTIVE WORKING ENVIRONMENT

DEVELOP FULFILLING, REWARDING CAREERS

WHERE WE START FROM

True diversity requires diversity at all levels in the business and in all geographies in which we operate. With our stable workforce and small, geographically spread headcount, this will take time, but we are committed to achieving our goal. We believe that our strong culture and employee support provides us with the foundations for diversity to flourish.

We are already proud to support sector-wide diversity initiatives, including Real Estate Balance, the British Property Federation D&I statement and the 30% Club, which reflect our commitment to improving SEGRO's diversity and inclusiveness.

WHAT WE WILL DO

Our goal is to have a workforce which is diverse at all levels and broadly reflects the diversity of the populations in each of the countries in which we operate.

We will achieve this through education and training to raise awareness and promote inclusive behaviours; by bringing more diverse thinking into SEGRO by broadening our recruitment practices and graduate sourcing, and through our people policies, for example, promoting agile working for all employees.

SEGRO has a strong company culture, and a Purpose and Values that are shared across geographies. These are an essential part of what it means to work at SEGRO, and we believe that they make an important contribution to the excellent scores that we have received in our regular employee engagement surveys.

The wellbeing of our employees has always been a priority for us. Our network of wellbeing ambassadors and our confidential 24/7 Employee Assistance Programme (managed by qualified counsellors) help us to offer the best support possible to all our employees across our regions.

We want to provide the best environment for all the people who work for and with us – supporting their wellbeing, ensuring the highest standards of safety, fairness and working conditions. We will listen to our people's views about how we can continue to improve our working environment, particularly after the experience of working during the pandemic.

We believe that our approach to developing and rewarding talent, alongside a supportive and collaborative company culture, is reflected in our stable workforce and our consistent top quartile employee engagement results.

We have family friendly policies to support working parents during their careers with us and an agile working policy for all employees. We provide excellent opportunities for training and development, supporting employees with their career ambitions.

All employees participate in our annual bonus scheme and have the opportunity to own a stake in the company through share schemes open to everyone.

We will broaden our range of high quality education and training on personal and professional skills that enable our people to fulfil their potential.



SEGRO

East Midlands Gateway 2 - Land South of East Midlands Airport

## **LANDSCAPE AND VISUAL APPRAISAL**

March 2024

**FPCR Environment and Design Ltd**

Registered Office: Lockington Hall, Lockington, Derby DE74 2RH

Company No. 07128076. [T] 01509 672772 [F] 01509 674565 [E] [mail@fpcr.co.uk](mailto:mail@fpcr.co.uk) [W] [www.fpcr.co.uk](http://www.fpcr.co.uk)

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**APPENDICES**

- Appendix A: Landscape and Visual Appraisal – Methodology and Assessment Criteria



## 1.0 INTRODUCTION

- 1.1 This Landscape and Visual Appraisal (LVA) has been carried out for the site and potential future development by FPCR Environment and Design Ltd (FPCR). The study describes and evaluates the landscape and visual amenity of the site and its surroundings. It reviews the existing baseline conditions and published landscape character and sensitivity assessments and other relevant landscape studies; considers the potential of the site to accommodate future development; considers the likely nature of landscape and visual change and effects arising from proposed development; and outlines landscape design and mitigation measures that should be considered as part of a future development strategy for the site.
- 1.2 The primary objective of the study is to consider the potential implications and landscape and visual effects that could arise from future employment based development on the site and to advise on design and mitigation proposals to minimise these effects where applicable and maximise other landscape and green infrastructure opportunities.
- 1.3 The site lies within the East Midlands Freeport EMAGIC site, as designated by the Government in March 2021. The main site extends to approximately 105Ha of land to the south of East Midlands Airport and to the east of Diseworth. The site has been identified as a '*Potential Location for Strategic Distribution*' by North West Leicestershire District Council (NWLDC) in their draft Local Plan. The Site is identified as '*EMP90 (part)*'.
- 1.4 This LVA has been prepared in response to the North West Leicestershire's Regulation 18 Draft Local Plan and other relevant studies and as part of an evaluation of the potential for the site to successfully accommodate future employment development, in landscape and visual terms.
- 1.5 FPCR are a multi-disciplinary environmental and design consultancy with over 60 years' experience of architecture, landscape, ecology, urban design, masterplanning, arboriculture and environmental impact assessment. The practice is a member of the Landscape Institute and Institute of Environmental Management and Assessment and are frequently called upon to provide expert evidence on landscape and visual issues at Public and Local Plan Inquiries.

### The Site and Context

- 1.6 The site comprises a series of arable fields situated immediately to the south of the A453; west of the M1 motorway and A42 road corridors and south west of Junction 23a of the motorway and motorway service area. The settlement of Diseworth lies to the south west of the site. A public byway, known as Hyam's Lane, dissects the site from south west to north east. The southern extent of the site is defined by Long Holden (an access track) and the western extent by a small watercourse and field boundaries. The wider site, which includes land proposed for highway and servicing works, extends to approximately 118ha in total.
- 1.7 To the north of the site and the A453 lies East Midlands Airport (EMA); with Pegasus Business Park, a hotel and other buildings and uses associated with the airport. The A453 stretches along the northern edge of the site and provides a link from Junction 23a and 24 of the M1 motorway in a westerly direction towards Melbourne and other smaller settlements. Donington Park Motor Racing Circuit lies more to the west of the site and EMA. Immediately to the north of EMA is East Midlands Gateway (EMG), a strategic rail freight and logistics development, with the settlements of Castle Donington and Kegworth also located close to the north and east of the airport.

- 1.8 South of the site and west beyond Diseworth lies further rolling farmland, including some scattered farming and residential properties and a number of minor roads. Diseworth Brook a small watercourse lies to the south of the site and generally falls from west to east. This passes beneath the A42 and M1 motorway and then along the northern side of the settlement of Long Whatton.
- 1.9 Diseworth to the south west of the site occupies a relatively low lying position and includes a Conservation Area and a series of Listed Buildings, including St Michael and All Angels Church, towards the centre of the village.
- 1.10 Figures 1 and 2 detail the site location and its context.

### **The Proposed Development**

- 1.11 The proposed development considered and appraised by this study comprises employment development (B2 and B8 uses) and ancillary offices, in conjunction with associated highways and other infrastructure proposals and landscape and green infrastructure measures.
- 1.12 Whilst at this stage the appraisal does not assess a fixed or final development proposal or set of development parameters, it does provide a site specific analysis of the likely implication and effects of future employment development on the site, based upon the emerging design and development proposals detailed in the accompanying Vision document.

### **Limitations**

- 1.13 At this stage, the appraisal work, with supporting photographs has been undertaken to provide a preliminary assessment of the likely landscape and visual issues, changes and effects of future employment based development within the site. Further detailed landscape and visual assessment work will subsequently be necessary to fully ascertain the detailed landscape and visual effects based upon confirmed development parameters and proposals.

## 2.0 METHODOLOGY

### Overview

- 2.1 The purpose of this report is to explore landscape and visual matters in relation to the site and its potential to accommodate future employment based development. It considers the potential of the site and its landscape context to assimilate future change in the form of new employment based development. The level of any impacts and effects on landscape character and visual amenity have not been determined in detail at this stage, although the likely nature of potential change and effects are considered.
- 2.2 The report provides a preliminary landscape and visual appraisal. It includes consideration of those landscape design and mitigation measures that should help guide future development on the site and that will help to minimise potential resulting likely landscape and visual effects.
- 2.3 This study alongside other environmental, planning and technical work should guide the ongoing and future masterplanning and design work. Any subsequent application for development would include further detailed analysis, within a Landscape & Visual Impact Assessment (LVIA), as part of an Environmental Statement (ES). A LVIA would provide judgements on the magnitude of change and the level of effects on landscape and visual receptors resulting from confirmed development parameters and proposals.
- 2.4 In this instance, the subsequent LVIA will be included as part of an ES for future development on the site. A Scoping Opinion has been sought and received for this ES (Reference 22/00938/EAS) and this has also been drawn on by this LVA study, in respect of landscape and visual matters.

### Methodology

- 2.5 This LVA has been prepared drawing upon the guidance contained within the *Guidelines for Landscape and Visual Impact Assessment* GLVIA3 (2013). It provides an understanding of the landscape that would potentially be affected, in terms of constituent elements, character, condition and value. For the visual baseline this includes an understanding of the area in which people experience views of the site, and the nature of these views.
- 2.6 The standard methodology employed for Landscape and Visual Impacts Assessments (LVIAs) and Appraisals (LVAs) by FPCR is included at Appendix A for reference. This is as also set out within the ES Scoping Report for the proposed development submitted to NWLDC in 2023.

### Landscape

- 2.7 The baseline landscape is described by reference to existing landscape character assessments and by a description of the site and its context through the initial field work analysis.
- 2.8 The characteristics of the existing landscape resource is considered in respect of the susceptibility of the landscape resource to accommodate change arising from development. The value of the landscape is also considered.
- 2.9 A range of landscape effects can arise through development. These can include:
- Change or loss of elements, features, aesthetic or perceptual aspects that contribute to the character and distinctiveness of the landscape;
  - Addition of new elements that influence character and distinctiveness of the landscape; and

- Combined effects of these changes.

### Visual

- 2.10 A series of preliminary viewpoints and associated photographs are included. These provide representative views towards the site for visual receptors. The views typically illustrate what can be seen from a variety of distances and from different receptors.
- 2.11 The visual receptors most susceptible to change are likely to include:
- Residents at home;
  - People engaged in outdoor recreation, including use of public rights of way, whose attention or interest is likely to be focused on the landscape or particular views;
  - Visitors to heritage assets or other attractions, where views of surroundings are an important contributor to the experience; and
  - Communities where views contribute to the landscape setting enjoyed by residents in the area.
- 2.12 Travellers on road, rail or other transport routes tend to fall into an intermediate or lower category of moderate or low susceptibility to change.
- 2.13 Visual receptors likely to be less sensitive to change include:
- People engaged in outdoor sport or recreation which does not involve or depend upon appreciation of views of the landscape; and
  - People at their place of work whose attention may be focused on their work or activity, not on their surroundings.

### 3.0 PLANNING CONTEXT

- 3.1 The following considers the relevant planning and legislative framework in the context of landscape and visual issues. Not all policies are referred to or listed in full but those of most relevance to the site and nature of the proposed development are included.

#### **National Planning Policy Framework (NPPF)**

- 3.2 The NPPF sets out the Government's commitment to delivering sustainable development. Throughout the document the aspirations are generally positive. A holistic approach is encouraged, balancing benefits with impacts across all aspects of the development process.

#### **12. Achieving well-designed places**

- 3.3 Paragraph 135 advises that proposed developments should function well and add to the overall quality of the area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to local character and history including the surrounding built environment and landscape setting; and create places that are welcoming, safe, inclusive and accessible.
- 3.4 Paragraph 136 notes that trees make an important contribution to the character and quality of urban environments and can also help mitigate and adapt to climate change.

#### **15. Conserving and enhancing the natural environment**

- 3.5 Paragraph 180 states;
- 'Planning policies and decisions should contribute to and enhance the natural and local environment by:*
- a) *protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);*
  - b) *recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;.....'*
- 3.6 The site and its context lie within an undesignated landscape with no statutory or protected status for reasons of landscape character or value. It is also not identified as being of any particular landscape quality or interest within the development plan.
- 3.7 The site is not and does not form part of a '*valued landscape*' as referenced at paragraph 180a. The landscape value of the site and its immediate context has been appraised, as detailed later in this study, by reference to a range of factors that can help in the identification of valued landscapes, as detailed in the Landscape Institute Technical Guidance Note (TGN) 02-21 "*Assessing landscape value outside national designations*".
- 3.8 The appraisal of the Landscape Value of the site and its immediate context concludes that it is of Medium Value (See '*Landscape Value*' sub heading in Section 4).

- 3.9 The intrinsic character and beauty of the countryside should be recognised as part of devising a suitable 'landscape led' development solution for the site and is likely to include the dedication of a substantial proportion of the site for combined Green Infrastructure (GI), planting and other landscape and habitat proposals, coupled with appropriately defined extents and parameters for the built development. These should be determined as responses to the characteristics and features of the Site and its immediate context.
- 3.10 The emerging development proposals and parameters have been suitably informed by the landscape and visual appraisal work undertaken to date.

### **Local Planning Context**

#### **Draft North West Leicestershire Local Plan 2020 – 2040: Proposed Policies for Consultation (Jan 2024)**

- 3.11 The Plan Objectives are set out at paragraph 4.4. These include; achieving high quality development which responds positively to local character and which creates safe places to live, work and travel; and conserving and enhancing the district's natural environment, including its landscape character.
- 3.12 Policy Ec3 (New Employment Allocations (Strategic Policy)) sets out the proposed employment allocations for the District in the accompanying '*Proposed Housing and Employment Allocations*' consultation document as per below.

#### **Draft North West Leicestershire Local Plan 2020 – 2040: Proposed Housing and Employment Allocations for Consultation (January 2024)**

- 3.13 Section 6 of this consultation document details the identified '*Potential Locations for Strategic Distribution*'. This references the Leicester and Leicestershire Strategic Growth Plan that identified EMA and its immediate area as a '*major employment opportunity*' and this area forms part of the '*Leicestershire International Gateway*' area. It also references the designated East Midlands Freeport which includes circa 100ha of land to the south of East Midlands Airport.
- 3.14 The document identifies two '*Potential Locations for Strategic Distribution*' including the site which is the subject of this LVA. The site was identified after the Council's detailed site specific landscape sensitivity assessment work (considered in the following Section 4). The site is identified as '*EMP90 (part)*' for 81ha (including 'areas shown for landscaping').
- 3.15 In relation to the *EMP90 (part)* site, the consultation document states (on page 81):

#### ***"Potential Locations for Strategic Distribution: Land south of East Midlands Airport (EMP90(part))***

*(1) Land south of A453 and east of Diseworth is identified as having potential for strategic distribution.*

*(2) Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.*

*(3) If the site is allocated, matters which will need to be addressed include:*

*....(d) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, so as to minimise the impact of development on the wider landscape and the setting of Diseworth....*

.....(h) A satisfactory design and layout which takes account of site's sensitive location, both in landscape terms and its adjacency to Diseworth Conservation Area.

(4) Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan.”

### **Landscape Designations and Studies**

- 3.16 No national or local landscape designations have been identified within or in close proximity to the site.
- 3.17 The site is not identified in the adopted or draft Local Plan as a '*valued landscape*' in the terms of NPPF para 180 a. and there is no specific landscape related policy or designation covering the site or its immediate context.
- 3.18 Other Environmental Designations, including heritage based areas and features within the site or its context are shown on Figure 4.

## 4.0 LANDSCAPE CHARACTER AND SENSITIVITY

4.1 The following is drawn from the hierarchy of published landscape character and sensitivity studies of most relevance to the landscape of the site and its context. It covers relevant published studies from a national scale down to a site specific level.

### National Character Areas

4.2 National Character Area (NCA) profiles have prepared by Natural England for the 159 NCA's defined across England. These NCA profiles include a description of the natural and cultural features that shape the landscape, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics. This scale of assessment provides a contextual understanding of substantial landscapes areas.

4.3 At this very broad landscape scale, the Site lies within the northern part of Natural England's National Character Area 'Melbourne Parklands' (NCA 70). The 'Melbourne Parklands' comprises land above the Trent valley and extends from Burton upon Trent in the west to Shepshed in the east. It includes the landscapes around Burton (its eastern part), Repton, Melbourne, Castle Donington and Kegworth.

4.4 The Key Characteristics of the 'Melbourne Parklands' as defined in the NCA profile include the following references:

- *"An undulating landform of Sherwood Sandstone in the west of the NCA, with Carboniferous limestones forming a broken ridge of hills in the east and extending south-eastwards;*
- *Large landscaped parks with grand country houses and mixed woodlands, and remnant orchards associated with market gardening.*
- *New woodland planting associated with The National Forest;*
- *Small, clustered red-brick villages retain a rural character, but those close to the River Trent valley, including Melbourne, Repton and Castle Donington, are larger.*
- *East Midlands Airport, with its important passenger and freight terminal, is located in the east of the NCA and serviced by the A42 and M1"*

4.5 This national scale assessment provides a very broad contextual understanding of the site and its surroundings.

### Regional - East Midlands Regional Landscape Character Assessment (2010)

4.6 The East Midlands Regional Landscape Character Assessment (EMRLCA) identifies 31 regional Landscape Character Types (LCT).

4.7 Within this assessment study, the site within the 'Wooded Village Farmlands' landscape type. The landscape character of the *Wooded Village Farmlands* is described as;

*"....The Wooded Village Farmlands Landscape Character Type is characterised by productive and well wooded rolling farmlands and valleys.... Only limited remnants of semi natural vegetation remain in the agricultural landscape. However, broadleaved woodlands, copses and occasional meadows and unimproved grasslands in parkland are important, as are areas of connective habitats such as species rich grasslands, hedgerows and river corridors."*

4.8 The *Cultural Influences* section of the EMRLCA advises;



*“As with other rural landscapes in the region, major infrastructure such as the M1 has also had an effect on local landscape character.”*

- 4.9 Under the heading *Infrastructure* the study also advises;

*“Localised road improvements are evident in the road network, especially near larger settlements and around the East Midlands Airport, where existing routes are being straightened and widened to accommodate increased levels of traffic. This has an urbanising effect and brings a degree of standardisation to the countryside.”*

- 4.10 As with the national scale landscape study, the EMRLCA provides a very broad and contextual understanding of the Site and its surroundings.

#### **County - Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire (LUC, 2017)**

- 4.11 This strategic study seeks to examine the sensitivity of the landscape, exploring the extent to which different areas can accommodate development without impacting on their key landscape qualities, and how any impacts can be mitigated whilst delivering Green Infrastructure (GI) enhancement opportunities. It appraises both the wider landscape character areas (LCAs) across Leicestershire (in Section 6 of the study) and a number of more targeted and detailed ‘*Strategic Opportunity Assessment Zones*’ (SOAZ’s) (in section 5 of the study).

#### Langley Lowlands LCA

- 4.12 The site lies within the ‘*Langley Lowlands*’ LCA. This broad LCA stretches between Shepshed and Ashby to the south and Castle Donington and Kegworth to the north. Its landscape character is described as;

*“Gently rolling landform incised by small streams flowing towards the Trent and Soar valleys. Varied field pattern, with a contrast of large post-war arable fields and smaller piecemeal enclosure associated with villages. Well treed with ancient woodlands and frequent hedgerow trees. A number of historic parkland estates occur throughout the landscape. Settlement comprises small nucleated villages and the edges of larger settlements at Castle Donington and Shepshed. Quarries at Breedon Hill and Breedon Cloud and major transport infrastructure have an influence on the landscape, particularly East Midlands Airport and the M1/A42.”* (page 125).

- 4.13 Under the ‘*Description by evaluation criteria*’, the study includes the following references for the ‘*Langley Lowlands*’ LCA;

*Physical character (including topography and scale):* *Rolling landform dissected by minor watercourses draining northwards towards the Trent or eastwards to the Soar....and pockets of smaller scale piecemeal enclosure which tend to be located close to villages.*

*Natural character:* *The farmed landscape is mixture of arable and pasture cultivation, with pastures mostly associated with smaller fields closer to settlements.....The landscape has a strong wooded character and forms part of the National Forest.*

*Historic landscape character:* *A number of the villages are designated as Conservation Areas, with many Listed Buildings. Historic churches are usually a focal point within these villages.*

*Form, density and setting of existing development:* *Settlements within the landscape primarily consist of small, characterful villages (including some Conservation Areas) and farms.....Much of*

*the existing development is concreted in the north and east of the area. In the west, settlement is very sparse and mostly consists of occasional farmsteads.*

*Views and visual character including skylines: The rocky outcrop of Carboniferous Limestone at Breedon Hill is widely visible; with the Grade I listed Church of St Mary and St Hardulph forming a focal point. Trees on ridges and higher ground create wooded skylines, while some areas are visually enclosed by the woodland.....*

*Perceptual and experiential qualities: Although this landscape retains many rural qualities, there are land uses which can detract from this, including active quarries at Breedon Hill and Breedon Cloud, a motor racing circuit, East Midlands Airport and the A42/M42 roads. The area around the airport has a very open, exposed character in comparison with the rest of the landscape. There is strong juxtaposition between the industrial areas/transport infrastructure and the many historic parkland influences on the landscape.....”*

- 4.14 Under the landscape sensitivity judgement, the study states that this LCA is considered to have overall ‘*moderate – high*’ sensitivity to commercial development. It is relevant to note however, that this is a judgement applied to the LCA as a whole, unlike the more focussed and specific assessment undertaken in the same study for ‘*large scale industrial development (warehousing)*’ in the area focussed on the site, namely the ‘*Northern Gateway (No. 2)*’ SOAZ. This is considered in the following sub-section under the ‘*Northern Gateway (No. 2)*’ SOAZ heading and this more relevant and focussed assessment concluded ‘*moderate sensitivity*’ to new large scale industrial development (warehousing).
- 4.15 Key landscape sensitivities for the *Langley Lowlands* LCA are identified and include;
- *Small streams and brooks which cross the landscape, creating localised areas of steep landform.*
  - *Well-wooded character....*
  - *Sparse settlement pattern with scattered farms and small nucleated villages, including a number designated as Conservation Areas.*
  - *Long views across adjacent landscapes from higher ground.*
- 4.16 Landscape and Green Infrastructure guidance and opportunities for the *Langley Lowlands* LCA are also stated within the study. These include the following;
- *Avoid siting development on areas of steep landform or where it will be widely prominent within the landscape. Utilise the undulating topography and existing woodland and mature hedgerows to effectively screen development.*
  - *Protect the character, setting and integrity of the landscape’s ornamental parkland, including Staunton Harold Hall and Whatton House (Grade II\* and Grade II Registered Park and Garden) and non-registered estates including Donington Park and Langley Priory....*
  - *Respect the pattern and vernacular of existing development and the setting of the numerous Conservation Areas within the landscape.*
  - *Retain distinctive small-scale historic field patterns where they remain on the edge of settlements.*

Northern Gateway (No. 2) 'Strategic Opportunity Assessment Zone' (SOAZ)

- 4.17 Within this 2017 landscape sensitivity study, the site and its immediate context lie within one of a number of 'Strategic Opportunity Assessment Zones' (SOAZ's), namely; 'Northern Gateway (No. 2)'. For this SOAZ and under the sub-heading 'Description of Evaluation Criteria', the study includes the following references to the SOAZ No.2 Northern Gateway;

*"Physical character (including topography and scale): The landform within the SOAZ is gently undulating, with steeper areas where it is dissected by small streams. The field pattern comprises small-medium scale enclosures, which tend to be more intricate on the edges of settlements....*

*Historic Landscape Character: The non-registered estate parkland associated with the Grade II\* listed Langley Priory is distinctive within the farmed landscape and creates a sense of time depth with gateposts and walls surrounding the estate.....Historic churches form the focal point of villages in the SOAZ with the Church of St John the Baptist in Belton and Church of St Michael in Diseworth, both of which are Grade II\* Listed Buildings.*

*Form, density and setting of existing development: The small villages of Diseworth and Belton are located within the SOAZ. The rural setting of the villages is important to their identity. Diseworth is located in a dip of the landscape with the edges softened by woodland.*

*Views and visual character including skylines: Views are variable depending on woodland and topography. Blocks of woodland and hedgerow/in-field trees create frequent wooded skylines, with trees also providing some visual enclosure....Church spires in Belton and Diseworth are prominent within the undulating, farmed landscape. Views to East Midlands Airport (located to the north of the SOAZ) are limited by topography and woodland; only the air traffic control tower and radio masts are visible. Ratcliffe-on-Soar power station cooling towers are visible to the north....*

*Perceptual and experiential qualities: The landscape is mostly undeveloped and rural, with high levels of tranquillity, although there are influences from major transport corridors including the M1, A42 and A453 and noise from East Midlands Airport." (pages 51- 59).*

- 4.18 A sensitivity rating is stated for each of the evaluation criteria. For all of the criteria, the rating for this SOAZ is *Medium*, with the exception of 'Form, density and setting of existing development', where the rating is stated as *Medium - High*.

- 4.19 The study further advises for SOAZ No.2 Northern Gateway (page 53);

*"The north-eastern part of the SOAZ, east of Diseworth, has also been assessed for large-scale industrial development (warehousing). This part of the landscape has been assessed as **moderate** sensitivity overall for this development type due to close proximity of major transport infrastructure including the M1 and East Midlands Airport, gently undulating landform and tree cover which would enable large warehousing to be effectively hidden within the landscape, providing the guidelines below are followed. However, the close proximity of the Conservation Area at Diseworth, pockets of deciduous woodland and undeveloped character are features of the landscape which would be sensitive to development of this sort."*

- 4.20 This landscape study has specifically assessed the site area for 'large scale industrial development (warehousing)' and determined that it has 'moderate' sensitivity overall to this type of development.. The accompanying guidelines for new development within the SOAZ states;

- "Avoid locations on steep slopes and areas which are visually prominent.

- *Retain the remnant small-scale field patterns within the landscape, particularly those associated with settlements.*
- *Protect the setting of valued heritage features, including archaeological remains and Conservation Areas with many Listed Buildings.*
- *Respect the form and vernacular of existing settlement within the landscape.*
- *Retain valued natural features within the landscape, including hedgerows, trees, woodland and streams.*
- *Protect the distinctive estate landscape associated with Langley Priory and the sense of time depth.*
- *Remain in keeping with the settlement form and vernacular of the existing development.*
- *Plan for its successful integration through sensitive design and siting, including use of sensitive materials and landscape mitigation to enhance sense of place. Include planting to screen large scale buildings and roads to reduce noise and visual impact.*
- *Retain the sense of separation and setting the landscape provides to existing settlements.”*

#### Summary

- 4.21 The *Langley Lowlands* LCA covers a broad landscape tract and it is evident from this study that this landscape varies quite considerably across the LCA, with parts containing and being influenced by large scale activities, transport corridors, developments and associated infrastructure and other parts containing and being influenced by historic parkland estates and more tranquil and rural features and areas. The study recognises this juxtaposition of uses and influences. The site lies within a part of the LCA that is more influenced and more closely related to some of the larger scale and more urbanising and active uses and features.
- 4.22 Further, in respect of the site and its immediate context, the consideration of SOAZ No. 2 ‘*Northern Gateway*’ offers a relatively more detailed and relevant assessment of this landscape, including with reference to new ‘*large scale industrial development (warehousing)*’. It concludes that this landscape is of ‘*moderate sensitivity*’ to this type of development.

### **District - North West Leicestershire Landscape Sensitivity Studies**

#### North West Leicestershire Landscape Sensitivity Study (July 2019)

- 4.23 This study was prepared to inform the Local Plan Review and to provide a basis for decision making in the determination of planning applications. The study covers landscape and visual sensitivity.
- 4.24 The study appraises a series of ‘*Sensitivity Parcels*’ associated with the towns, services centres and villages across the District. The majority of the Site lies beyond the two sensitivity parcels appraised at Diseworth. However, a small part of the south western extent of the Site does lie within parcel 13DIS-A (referred to as ‘*Parcel A*’ in the Diseworth part of the study). The assessment of this parcel includes the following references;

*“Parcel A is located to the north and east of Diseworth. There are variations in scale and level of enclosure but topography is relatively consistent and there is a relatively strong rural character in this parcel. The settlement edge breaks down into intimate scale fields and rural properties which integrate with a landscape of pastoral agriculture. The parcel has a number of the key*

*characteristics of NCA 70, Melbourne Parklands, including gently rolling lowland, low and well-trimmed hedges, a nucleated village, and the presence of East Midlands Airport less than 1km from the north edge of Diseworth.”*

4.25 The overall landscape sensitivity of Parcel A is described as;

*“This is a rural landscape comprising pastoral fields of varied scale, with a more distinctive landscape close to the edge of Diseworth. The overall landscape sensitivity is considered to be medium to change arising from new housing development and medium-high to change arising from new employment development.”*

4.26 The overall visual sensitivity of Parcel A is described as;

*“There are some scenic rural views, and long distance views within the eastern portion of the parcel. The parcel forms the setting for the Diseworth Conservation Area and the level of recreational access within the parcel is considered to be moderate. This means that overall visual sensitivity is considered to be medium-low to change arising from new housing development and medium to change arising from new employment development.”*

4.27 It should be noted that Parcel A is focussed on the landscape surrounding much of Diseworth, with the exception of the landscape to the south of the settlement. Only the south west corner of the site extends into this parcel and the majority of the site lies beyond the area assessed, to the north east of Parcel A. The subsequent NWLDC landscape sensitivity study in August 2021 (see below) appraises the landscape of the site and is more relevant to consider.

#### North West Leicestershire Further Landscape Sensitivity Study (August 2021)

4.28 Further to the 2019 Landscape Sensitivity Study, this study appraised nine parcels of land based upon sites received by NWLDC as part of their ‘Call for Sites’. The nine parcels appraised included the site, the subject of this LVA. This parcel is referred to in the study as ‘Parcel 13DIS-C’.

4.29 The assessment of *Parcel 13DIS-C* includes the following references;

#### ***“Landscape Appraisal***

##### *Location and Character*

*There are variations in topography but consistency in scale and land cover, with an overall rural character, which is influenced by East Midlands Airport and road infrastructure. Large arable fields form much of the parcel, which separates the East Midlands Airport, development at Donington Park Services, the M1/ A42 junction and Diseworth. The parcel has a few of the key characteristics of NCA 70 Melbourne Parklands including an undulating landform, soils suitable for agriculture, and low well maintained hedges.*

##### *Landscape Value*

*This is a landscape of stronger character in association with the edge of Diseworth and along Long Holden. Character weakens to the north near East Midlands Airport and to the east near Donington Park Services and the M1/ A42 junction. The quality and condition of the large scale arable farmland is consistent across the parcel. Robust field boundary hedgerows provide the more valuable landscape element of the parcel and along with scattered boundary trees provide some connectivity. There are no landscape, ecological or heritage designation within the parcel. The*

farmland provides part of the setting of Diseworth conservation area and its listed buildings, which lies to the south west of the parcel.....

Landscape Susceptibility

*This is a landscape of consistent scale, with large to medium sized fields bounded by hedgerows. Landform falls from north east to south west and is more distinctive in the southern part of the parcel as it falls more steeply towards Diseworth Brook. There is a stronger sense of place close to the settlement edge of Diseworth and along the PRow on Hyam's Lane and Long Holden. The sense of place, together with tranquillity, reduces in proximity to Donington Park Services and the M1/ A42 junction. The field pattern and hedgerows define the structure of the landscape which is of a rural character relatively typical of this study. The edges of Diseworth which have a direct relationship to the parcel are relatively well integrated with large private gardens and allotment space, otherwise the parcel is separated from Diseworth by smaller scale fields. Any change as a result of development which encroaches on the landscape setting of the Diseworth conservation area would be noticeable."*

- 4.30 The overall landscape sensitivity of Parcel 13DIS-C is described as;

*"This is a rural landscape with a relationship to the edge of Diseworth and a number of PRow across the parcel. It serves an important function in separating the development and infrastructure to the north and east from the village of Diseworth. However, sensitivity is reduced by the landscape having relatively few natural features and the presence of both Donington Park Services and the M1/ A42 road junction.*

*Overall landscape sensitivity is considered to be medium to change arising from new employment development."*

- 4.31 Under the sub heading, Visual Appraisal, the assessment of Parcel 13DIS-C includes the following references;

"Visual Value

*There are some scenic long distance views south from the parcel and to the church spire of Diseworth from Hyam's Lane. There is no evidence that views are valued more than at a local level.*

Visual Susceptibility

*The elevated topography affords long distance views south, and as such is intervisible with the wider landscape. Views north are contained by woodland belts around East Midlands Airport. Views north east to Donington Park Services and the M1/ A42 junction are filtered and screened by vegetation within the services site and a vegetation buffer to the motorway. From the west end of Hyam's Lane and Long Holden there are foreground views to the residential properties along the edge of Diseworth and views to the church spire within Diseworth conservation area. Visual detractors include the tall control building at East Midlands Airport, and the M1/ A42. Buildings at Donington Park Services are relatively well screened by surrounding vegetation. Higher susceptibility receptors include the community at the edge of Diseworth, and recreational users on PRowS. Lower susceptibility receptors travelling on the A42 and M1 have brief and filtered views to the parcel."*

- 4.32 The overall visual sensitivity of Parcel 13DIS-C is described as;

*“There are some scenic long distance views to the south of the parcel and beyond. However, views to the north and east are relatively contained and include detractors including the large airport control building. The level of access within the parcel is considered to be relatively high due to the network of PROWs.*

*Overall visual sensitivity is considered to be medium to change arising from new employment development.”*

- 4.33 This study also includes a plan (on page 58) showing suggested ‘*Guidance and Mitigation Considerations*’ for development on *Parcel 13DIS-C*. This includes the identification of areas of relative higher landscape and visual sensitivity; buffer planting areas; PROW connections; and views to be considered. These areas and considerations have been appraised in devising the emerging development proposals, detailed within the accompanying submitted Vision Document.

### **Published Landscape Character Assessment and Sensitivity Studies – Summary**

- 4.34 There are a series of relevant published landscape studies that vary from the very broad to more localised and site specific scales. At a more localised scale they describe a rolling landscape with a mix of rural and urbanising influences, with farmland and scattered woodlands. They also highlight the relationship of the site to Diseworth as an important consideration in appraising and devising future employment proposals on the site.
- 4.35 The County and District wide studies have appraised the landscape of the site and its localised context and conclude that it is a landscape of medium or moderate sensitivity to new employment development, indicating that it can potentially accommodate this type of development with suitable landscape and visual mitigation and attention to the design and layout proposals.

### **Landscape Baseline**

- 4.36 The following provides a review and appraisal of the landscape baseline for the site and its context.

#### **Topography**

- 4.37 The following should be read in conjunction with Figure 5.

#### Context – Landform

- 4.38 The topography of the site’s context is quite varied yet not dramatic. The broad River Trent valley lies to the north of EMA and the River Soar valley lies beyond the M1 corridor to the east. Land to the west and south is generally more undulating with a series of smaller valleys and ridges. EMA stretches across the higher ground to the north of the site. This lies at around 90 – 95m Above Ordnance Datum (AOD).
- 4.39 In the broader context of the site to the west and south west, the land rolls and rises to around 125m AOD at Breedon Hill and 120m AOD at Barrow Hill, south east of Worthington.
- 4.40 Diseworth lies at around 55 – 65m AOD, with Diseworth Brook falling to just below 50m AOD to the south of the site. Donington Park Services lie at around 85 – 90m AOD on the north east corner of the site. Castle Donington and Kegworth both lie on the slopes of the Trent and Soar valleys at generally between 30 – 80m AOD, with aspects to the north and north east, away from the site.

### Site - Landform

- 4.41 The site lies on the northern slopes of the Diseworth Brook and a valley that generally falls towards the east into the larger Soar valley. It has a general southerly aspect, with the land generally falling from north to south, and with a slight south westerly fall in the western part of the site. The land typically falls from just over 90m AOD in the north east part of the site, closest to the Donington Park Services to around 55m AOD in the south east of the site.
- 4.42 Hyam's Lane (PROW) follows a gentle falling area of relatively higher land that extends towards Diseworth from the north east corner of the site. This creates some variation to the south facing slopes, with a minor subsidiary valley/ dip in the landform in the south eastern part of the site.
- 4.43 In the west and closest to Diseworth the site falls to around 65 – 70m AOD. The north west corner of the site lies at around 75m AOD, with a small watercourse/ ditch and minor valley landform falling south at this point from the A453 towards Diseworth.

### **Site and Immediate Context – Landscape Character and Features**

- 4.44 The site predominantly comprises a number of medium sized arable fields occupying sloping land that generally falls towards the south from its northern boundary alongside the A453. The site is strongly defined and bound by the A453 to the north and the M1/ A42 road corridors and services to the east. A track (Long Holden) defines the boundary to the south and a series of field boundaries to the west. The general aspect of the site is towards the south and south west, reflecting the underlying landform.
- 4.45 Hyam's Lane (a PROW) stretches though the site from the relatively higher ground in the north east to Diseworth on the western side of the site. This PROW and track is bound by hedgerows to both sides, with relatively broad grassed verge in places. The track also provides access to many of the adjoining fields within the site. The fields are generally bound by mixed native hedgerows, containing a relatively limited number of existing hedgerow trees. A small copse of trees, including a small pond exists in the north east portion of the site, alongside the boundary with Donington Park Services. Further mature trees and wooded areas surround these Services, immediately beyond the site boundary and an area of mixed scrubby habitat (and wildlife area) lies beyond the site boundary immediately to the south of the services. The site is relatively contained in the wider landscape, particularly to the north.
- 4.46 The immediate context of the site beyond its boundary also includes the edge of Diseworth to the south west, and further farmland fields to the south and west. The lower lying land beyond the southern site boundary also includes Diseworth Brook, which is lined by mature trees and planting. The Green (minor road) lies immediately to the south of this watercourse and connects Diseworth with Long Whatton, to the east of the A42 and M1 road corridors. Grimes Gate (minor road) links Diseworth to the A453 and lies to the west of the Site. The main vehicular entrance to EMA lies close to the north west corner of the site on the A453.
- 4.47 Existing mature tree planting on the northern side of the A453 limits views towards existing development and EMA from the site, although views are possible towards the control tower and some other buildings and structures, principally from the northern part of the site. Traffic and infrastructure (signs/ gantries) on the M1 and A42 are also visible in places, although existing trees and the relative position of the motorway in cutting as it passes the services do restrict some of these views. Traffic on the A42 is more open and visible for a stretch of this road as it passes the south east side of the site.



- 4.48 In addition to Hyam's Lane, public access is also possible along Long Holden immediately south of the site, although this route stops at the boundary with the A42 to the east. A PROW (footpath) (the Cross Britain Way) stretches across the lower lying fields to the south of the site from the edge of Diseworth to the road bridge crossing on the A42, on the Green. This route continues to the east of the A42/ M1 and to the south west of Diseworth. Other short stretches of PROW (footpaths) lie to the west of the site, with access to/ from Diseworth.
- 4.49 The general landscape character of the site and its immediate context is shaped by the rolling and sloping farmland with hedged fields and varying influences from Diseworth and the larger scale urbanising uses and features in close proximity to the site to the north and east.

### Landscape Value

- 4.50 In terms of "landscape value" it is appropriate to examine the role of the site and its immediate context in terms of the range of factors, as set out in the Landscape Institute Technical Guidance Note (TGN) 02/21 '*Assessing landscape value outside national designations*'. This considers the landscape in terms of a range of factors as set out below. As a starting point, landscape designations have been considered. The following is a preliminary appraisal and will be reviewed further following more detailed analysis and heritage and ecological appraisal work.
- 4.51 Landscape Designations: The site and its wider landscape context is not subject to any national, local or other landscape designations.
- 4.52 Natural Heritage: The site does not include and designated ecological / wildlife sites and it is currently predominantly under arable use. The habitats of relatively greater local value comprise the mature hedgerows and hedgerow trees, small copse and pond (in the north east) and the wet ditch/ stream on the western boundary of the site. A 'wildlife site' lies beyond the site to the east and to the south of the Donington Park Services.
- 4.53 Cultural Heritage: The cultural heritage assessment identifies a number of heritage assets surrounding the site, including the Diseworth Conservation Area and a number of Listed Buildings and features within the settlement. These have been taken into account in appraising Landscape Value.
- 4.54 Landscape Condition: Generally, the landscape is in good or reasonable condition, and the majority of the hedgerows are continuous and appear to be under active management. The basic field pattern also appears to be largely intact yet there are some active and detracting influences from the nearby existing larger scale transport infrastructure and major developments. The arboricultural assessment (undertaken in May 2022), classifies the majority of the trees and hedgerows within the site itself and in arboricultural terms as Category C (Low Quality).
- 4.55 Associations: There are no known associations (eg with notable people or historical events or folklore or associations with arts/ science/ technical achievements) that contribute to the perception of the landscape of the site and its immediate context.
- 4.56 Distinctiveness: The landscape includes no particularly distinctive or rare landscape features or characteristics and it does not form part of a rare landscape type or character area. It does contain sloping and rolling farmland and mixed hedgerows, which are characteristic of the broader landscape yet these are not unusual or considered to be particularly fine examples or distinct across the wider character area. The smaller scale pasture fields on the immediate edge of Diseworth, though outside the site are of relatively more value in these terms.

- 4.57 Recreational Value: Hyam's Lane (PROW) stretches across the site and other stretches of PROW (footpaths) existing around the edge of Diseworth to the west and south of the site. There are no formal recreational uses or open access land within the site and public access is focussed along Hyam's Lane, linking the A453/ Donington Park Services with the north east edge of Diseworth.
- 4.58 Perceptual (Scenic): The scenic value of the landscape is variable, as the landscape context of the site encompasses a mix of uses and influences. The major road corridors (M1/ A42), including the A453 to the north influence this landscape to differing degrees as does EMA and the existing employment development to the north of the A453. The nature of the underlying landform and the presence of surrounding mature trees and planting do limit the influence of these active and large scale urbanising features in places yet they are still apparent across this landscape.
- 4.59 At this localised scale and in these terms, the most positive features and characteristics comprise the smaller scale paddocks and pasture fields to the immediate edge of Diseworth (beyond the site boundary) and the mature hedgerows and hedgerow trees within and surrounding the site.
- 4.60 Perceptual (Wildness and tranquillity): The site and its immediate context do not possess any particular or notable perceptual qualities. It is perceived as an agricultural landscape, locally influenced by nearby major infrastructure yet with some relatively more contained pasture fields to the immediate edge of Diseworth. It is not however a tranquil or 'wild' landscape.
- 4.61 Functional aspects: The Site and its immediate context provides no particular functional role in landscape terms. It is not a landscape that has any physical or functional links with an adjacent or nearby designated landscape and neither is it important to the appreciation of a designated landscape. It also does not form an important part of a broader/ strategic Green Infrastructure network and is not identified within any of the published landscape studies as forming part of a landscape that contributes to the healthy functioning of a broader landscape.
- 4.62 In conclusion and having appraised the above factors it is judged that the site and its immediate context is of Medium Landscape Value.
- 4.63 Whilst this is not an assessment of the sensitivity of the landscape to new employment development, the Medium Landscape Value assessment generally aligns with the Medium or Moderate Landscape Sensitivity judgements of the County and District wide Landscape Studies. It is also assessed that this landscape is not a '*valued landscape*' in the terms of NPPF, paragraph 180a.

## 5.0 VISUAL BASELINE

- 5.1 A visual appraisal has been undertaken for the site. This has explored the nature of the existing visual amenity of the area and has sought to establish the approximate visibility of the site and potential future development from surrounding locations and receptors.
- 5.2 Consideration of the availability of views towards the site and any future development for visual receptors has been undertaken in parallel with the baseline landscape study. This has determined those visual receptors within the landscape that are likely to have views of the site and any future development, considering factors such as landform, and existing vegetation and buildings, which determine the extent of actual visibility across the landscape. A series of photo viewpoints have been selected which support this analysis.
- 5.3 Photographs have been taken to illustrate a view from a specific vantage point, or to demonstrate a representative view for those receptors that are moving through the landscape, e.g. rights of way users. The photographs may demonstrate varying degrees of visibility and include both short and long range views. The photographs were taken between July 2022 and March 2023 and seasonal differences have been taken into account when considering visual matters and potential change and effects upon visual receptors.

### Photo Viewpoints

- 5.4 Consideration of the potential likely visual implications, changes and effects of future development upon surrounding receptors is detailed in the subsequent section. Figures 6 and 7 detail the location of the Photo Viewpoints and Figure 8 illustrates the Photo Viewpoints.

### Summary of Visual Baseline

- 5.5 The baseline visual analysis provides a number of reasoned conclusions in relation to the Site and potential future development, as summarised below;
- Visually, the site is generally well enclosed to the north, north west and north east. It is also relatively well contained with limited visibility to the east and south east. This is largely as a result of the surrounding topography and presence of nearby mature woodland, trees and planting.
  - The site is relatively more visible to the south and south west, though in these directions the visibility of the site is still limited and interrupted more widely by the rolling landform and presence of woodlands and trees.
  - Due to the nature of the landform, the relatively low lying and the enclosed position of Diseworth, views towards the site from the village are variable. Existing views towards the site from the village are predominantly limited to those properties and positions in the north east of the settlement, with views from other properties and locations within the settlement more limited and restricted.
  - Views towards the site from other settlements is also generally limited. No views are possible from the larger settlements of Castle Donington and Kegworth to the north and north east; or more distantly from Melbourne to the west. Very limited views may be possible from the north west edge of Long Whatton, situated beyond the motorway to the east, although from this direction views are substantially screened by intervening trees and planting largely alongside and close to the major road corridors.

- The site is visible from a relatively limited number of other more scattered properties and farms generally across the wider landscape to the west and south of the site.
- The site is visible from a number of PROW, including those passing through the site or within its more immediate context to the west and south. These include from Hyam's Lane within the site and from Long Holden and the Cross Britain Way to the south. It is also visible from some more distant stretches of PROW, also predominantly to the west and south.
- The site is visible from the M1 motorway (principally north bound users) and for a limited stretch of the A42, where it passes close to the south east part of the site. Views from the A453, along the northern site boundary are restricted to some degree by the existing roadside hedgerow and the sloping nature of the landform (generally sloping away from the northern boundary). There are also some views towards the site from stretches of the minor roads/ lanes into and out of Diseworth.
- Distant views towards the site are possible from limited elevated positions and receptors in the wider landscape to the south.
- Overall existing visibility of the site is generally concentrated to the south, south west and west, with visibility from the north, north west and north east notably more restricted.

## 6.0 LANDSCAPE AND VISUAL APPRAISAL

- 6.1 As detailed in the Introduction to this study, the primary purpose of this LVA is to consider and appraise the suitability and potential for the site to accommodate future employment development; and the likely landscape and visual change and effects that might arise from a development of this nature. It also seeks to determine and outline the design and mitigation measures that should be considered to enable any potentially adverse landscape and visual effects arising from future development to be reduced and minimised as far as practicable.

### Landscape Appraisal

- 6.2 The site occupies a landscape that is relatively simple in landscape terms and is dominated by sloping and rolling arable farmland. Its immediate context is more varied and includes a variety of both rural and urban uses, features and influences.
- 6.3 The site and its context is not recognised by any national, local or other local landscape designations. Published landscape character and landscape sensitivity studies covering the site and its context have been prepared at national, regional, county and district wide scales. Within the most recent of these published landscape studies (at both County and District wide scales), consideration has also been given to the potential for future employment development to be accommodated on the site.
- 6.4 Both of the County and District landscape studies assessed the landscape to be of medium or moderate landscape sensitivity to new employment development, indicating that new employment could potentially be accommodated on the site and within this local landscape, subject to suitable landscape and visual mitigation and the layout and detail of the proposals.
- 6.5 The immediate context of the site comprises a mix of uses, characteristics and features, including both rural and urban and smaller and larger scale features and influences. East Midlands Airport (EMA) (and associated employment and business uses) lies immediately to the north beyond the A453, with the East Midlands Gateway (EMG) development beyond this to the north. Beyond Diseworth to the south and west lies predominantly farmland with scattered properties. Diseworth Brook flows through Diseworth and follows the lower lying land to the south of the site.
- 6.6 The Landscape Value of the site and its immediate context has been assessed in line with recognised guidelines (LI TGN 02-21: 'Assessing landscape value outside national designations') to be Medium.
- 6.7 In terms of the landscape susceptibility of the site and its immediate context to future employment development, this has also been considered. In these terms, the landscape features most susceptible to this type of change will be the arable farmland and the hedgerows and the limited trees within the site. The loss of the farmland and the majority of the existing hedgerows is however likely given the nature of the site and the proposed development.
- 6.8 As recognised in the 2021 NWLDC Landscape Sensitivity, the presence of the nearby major road corridors and development to the north does reduce the susceptibility of this landscape to accommodate future development of this nature. However, it will remain important to assimilate the future employment development into the landscape as effectively as possible, maximising opportunities for new landscape areas and robust mitigation measures.

- 6.9 The relationship of a future development proposal to Diseworth will require careful attention in landscape terms. The settlement occupies a relatively low lying position to the south west of the site and its immediate setting and surrounds includes small pasture fields and paddocks. The creation of a robust landscape framework (or 'buffer') to the perimeter of the future development area, where it lies closest to the village will be important. The nature and character of this landscape perimeter area and its associated benefits in visual mitigation and wider ecological, heritage and environmental terms should be founded on a careful evaluation of all of these respective matters.
- 6.10 As recognised in the published landscape studies, the site is capable of successfully accommodating new employment based development, as part of a comprehensive design solution, also embracing conserved, enhanced and new landscape features, areas and mitigation measures. Particular attention will be required to mitigate and address the relationship of the new development scheme to Diseworth to the south west of the site.

### **Illustrative Masterplan and Development Parameters**

- 6.11 Baseline and landscape and visual appraisal work has been progressed over the past two years. This has considered the potential of the site to accommodate future employment development and has been drawn upon in devising the emerging development parameters and proposals for the scheme, as detailed in the accompanying Vision document. The emerging scheme proposals have been prepared in response to a suite of technical and environmental studies and work undertaken to date, including landscape and visual.
- 6.12 In landscape and visual terms, the following design principles or features have been incorporated as part of the proposed development:
- Establish an extensive and robust landscape framework to the proposed development; including a broad landscape area and 'buffer' to Diseworth. This should comprise a cohesive arrangement of strategic landscape and habitat areas and corridors, within which the future buildings and infrastructure would be sited. This will form the landscape and green infrastructure setting to the proposed built development;
  - Include earthworks and mounding proposals that contribute positively towards a robust landscape and mitigation strategy. This is likely to include earthworks and mounding proposals within the southern and western parts of the site to support the mitigation of potential landscape and visual effects upon Diseworth. Allied to the earthworks and mounding proposals will be the inclusion of extensive new woodland, trees and other habitat proposals;
  - The extensive planting and habitat proposals will draw upon relevant guidelines and strategies and will comprise substantially native and suitable locally occurring species. The new planting and habitats will be devised to maximise landscape, visual amenity and biodiversity benefits and to contribute more broadly to the local landscape;
  - Conserve existing hedgerows and trees largely to the perimeter of the site and reinforce this existing planting through new native planting and habitats and long term management;
  - Retain Hyam's Lane through the scheme as a key public access route and PROW. This should also include the substantial conservation of the existing hedgerows and trees along this route and reinforcement with other new native planting and habitats along this corridor;
  - Include new public access and associated amenity and informal recreational areas within the 'outer' landscape areas close to Diseworth in the west and south west of the site. Include other

- new publicly accessible routes, within and around the site to improve connectivity and offer more walking and/ or cycling routes;
- Establish a high quality landscape treatment to the main vehicular entrances and routes through the site and to the building frontages and surrounds;
  - Maximise biodiversity opportunities and wildlife corridors and connections; including attention to the sustainable drainage proposals to deliver landscape and wildlife benefits; and
  - Commit to and deliver a long term landscape and biodiversity management plan.
- 6.13 Good landscape design and green infrastructure practices will be adopted as part of the proposed development and the landscape and green infrastructure areas will extend to a sizeable proportion of the overall site area, with the broadest and largest landscape areas situated closest to Diseworth, in the south and west of the site.

### **Visual Appraisal**

- 6.14 The potential visual implications and effects of proposed development on the site have been appraised.
- 6.15 Views towards the proposed development are likely to be possible from receptors both within the immediate and wider context of the site. This will include views from some properties and locations within Diseworth to the south west of the site and from other receptors primarily to the south and west of the site. This will include principally views from properties and from stretches of PROW and roads, at various distances, including from some limited distant elevated positions to the south. Other close views will also be possible from the A453 along the northern boundary of the site and from Hyam's Lane within the site.

### Settlement and Properties

- 6.16 The clearest views towards the proposed development from Diseworth will be from positions and properties on its north eastern edge. For these properties and receptors with existing views towards the site and the north east, the proposed development will be visible beyond the existing immediately surrounding fields and paddocks. The design of the outer mounding and associated landscape and planting proposals in the southern and western parts of the site will be important in addressing and mitigating the potential visual effects of the development from these Diseworth receptors.
- 6.17 From many other properties, streets and locations within Diseworth, there are limited opportunities for views towards or in the general direction of the site and the north east and thus the potential visual effects of the proposed development will be reduced. It is likely that there will be some initial notable visual change and effects arising from the proposed development for those properties and receptors with the clearest views on the north eastern edge of the settlement. However, the outer mounding and broad landscape areas and woodland planting will increasingly and over time filter and screen views towards the proposed development. It is also likely that the outer mitigation mounding will substantially screen the activity (roads; parking areas; service yards etc) associated with the proposed development, from the outset of the completed scheme.
- 6.18 The only potential opportunities for views towards the proposed development from Long Whatton will be limited to a small number of properties and/ or positions on the north western edge of the

settlement. From here, the higher parts the proposed buildings in the east of the site are likely to be visible beyond the intervening fields and the mature trees and planting lining the M1 and A42 road corridors. There will be no views towards the proposed development from the majority of properties within this village due to the relative position and linear nature of the settlement, extending to the east.

- 6.19 No potential views towards the proposed development are likely from the relatively larger settlement areas of Kegworth and Castle Donington to the north east and north west of the site respectively. Glimpsed views may be possible from the highest southern extent of Kegworth yet in this instance any views will be limited and seen in the context of other existing development at EMA and EMG.
- 6.20 There will be views towards the proposed development generally from the edges of some settlement areas and generally scattered properties to the south and south west of the site. These will generally be relatively distant, with the proposed development seen as part of varied views from elevated positions. It will include views from scattered farming and individual properties to the south of the site, including Wood Nook Farm and a small number of properties on Smithy Lane and Dry Pot lane to the south west of Long Whatton.
- 6.21 Views towards the proposed development from properties at Breedon on the Hill, Tonge and Isley Walton some distance to the west of the site are unlikely due to the nature of the intervening landform which includes higher ground to the west of Diseworth and south of Isley Walton.
- 6.22 More distant views towards the proposed development will be likely from other scattered farming and other properties to the west and south west of the site. Views towards the proposed development may also be potentially possible from some distant elevated properties and positions on the edges of Shepshed and Belton to the south. Any likely available views from this direction and distance (over 3 – 4km+) would be restricted, with the proposed development potentially seen as part of broader and varied views, that are likely include other existing buildings and development at EMA and EMG.

#### Public Rights of Way and other pedestrian/ cycle routes

- 6.23 The proposed development will be clearly and closely visible from Hyam's Lane, which stretches through the development area. Inevitably, the proposed development will result in some notable visual change and effects for users of this track. The route will however be maintained along its current alignment through the site, with the existing hedgerows and trees bordering the route also substantially conserved. New native planting alongside the conserved planting will also be undertaken and the route will thus be maintained through the development within a landscape corridor.
- 6.24 Longer ranging views south from the route will still be possible between and beyond the proposed buildings and the closer views approaching the edge of Diseworth will also still be possible for those users moving towards the settlement edge.
- 6.25 From south of the site, views towards the proposed development will be possible for users of Long Holden and the Cross Britain Way. Within these views the proposed development will be seen on the rising land to the north. Landscape mitigation proposals in the form of native woodland and other planting along the southern site perimeter will assist in filtering and screening views towards the lower parts of the development, although from the closest and clearest views from these routes



and upon completion the proposed development will represent a notable change to the views northwards.

- 6.26 There will be other views towards the proposed development from stretches of PROW situated to the south and west of Diseworth. For users of these generally more elevated stretches of PROW, the proposed development will be visible on the rising valley slopes to the north of Diseworth Brook. It will generally be seen beyond and/ or to the side of Diseworth, with the settlement area occupying a position on the lower lying valley slopes. Elements of EMA and the Ratcliffe on Soar Power Station are also visible in these existing longer and wider ranging views.
- 6.27 Landscape mitigation measures, including mounding and woodland planting in the south and west of the site will assist in filtering and screening views towards the lower parts of the proposed development for these PROW users. Subsequent attention to the design and colour treatment of the proposed buildings will also be important in addressing the views towards the proposed development from these positions and receptors.
- 6.28 From other PROWs to the west and south of Diseworth, the nature of the rolling landform will screen and limit views towards the proposed development. Potential views from these PROW are thus variable, largely reflecting the relative elevation and the intervening landform and woodland areas.
- 6.29 Views towards the proposed development from PROW to the north and west are generally limited by the nature of the landform in these directions. Where any limited views towards the proposed development are possible from elevated positions, views are likely to be restricted to the highest parts of the proposed buildings with these also seen in the context of other existing developments at EMA and/ or EMG. Views towards the proposed development from The Airport Trail (a loop around EMA) will be limited.
- 6.30 Distant and generally elevated views towards the proposed development will also be possible from some PROW in the wider landscape to the south and west, including from stretches of PROW on the highest ground at Breedon on the Hill and from other elevated positions to the west and south west of Shepshed. Where visible from these distant positions the proposed development is likely to be seen alongside or in the context of other existing developments at EMA, EMG, Castle Donington and Ratcliffe on Soar Power Station.

### Roads

- 6.31 The proposed development will be visible from the M1 motorway (principally north bound users) and for a limited stretch of the A42, where it passes close to the south east part of the site. In these views the proposed development will be seen on the sloping ground that falls southwards from the A453 and elevated plateau. The proposed buildings in the east of the site will be those most apparent for these road users.
- 6.32 Views towards the proposed development will also be possible from the A453 alongside the northern boundary of the site. These will comprise close roadside views towards the proposed development on the northern part of the site. Existing views for these road users include existing buildings and development at EMA and the associated Pegasus Business Park. Conserved and new planting proposals along the northern perimeter of the site should establish a suitable landscape setting to these immediate road user views. More limited views from the A453 for east bound users will also be possible from the west of the site.

- 6.33 Varying views towards the proposed development will also be possible from stretches of the roads to the south and west of the site, leading in and out of Diseworth. These include, Grimes Gate, to the west of the site; The Green, to the south; and relatively short stretches of the roads leading out to the west of Diseworth. Limited views towards the highest parts of the proposed development are also likely to be possible from a short stretch of the road (West End) at the western end of Long Whatton and potentially from a limited stretch of Kegworth Lane, leading to the north of Long Whatton.
- 6.34 There will be other views towards the proposed development from generally distant, elevated and limited stretches of roads to the south, west and east of the site.. From most of these elevated stretches of roads, where any views are possible, the proposed development is likely to be seen as part of a more expansive and varied view, including other existing nearby developments at EMA and EMG.

#### Other Potential Receptors

- 6.35 Views towards the proposed development from EMA and Pegasus Business Park immediately to the north of the site will be limited, largely as a result of the nature of the landform and the presence of mature tree planting on the northern side of the A453. Some limited views towards the higher parts of the proposed development on the northern part of the site are however likely.
- 6.36 Potential views towards the proposed development from Langley Priory (approximately 2km to the south west of the site) are effectively screened by intervening higher ground situated relatively close to the north east of the property. Views from Whatton House (approximately 2.5km to the east of the site) are also screened by the nature of the intervening landform and presence of existing mature woodland, immediately to the west of the House. This property also occupies a position with an outlook generally to the east across the Soar Valley and away from the direction of the site.
- 6.37 Any available views towards the proposed development for users of Donington Services MSA will be limited by the mature woodland and trees immediately surrounding the northern, western and south western edges of the facility. Some glimpsed and restricted views are likely from within the service area yet these are likely to be limited to the winter months, with the proposed development heavily filtered by the immediately surrounding mature woodland and trees.

#### Visual Appraisal - Summary

- 6.38 Overall, it is anticipated that the proposed development on the site will result in some notable visual change for receptors within and close to the site, including for residents on the north eastern edge of Diseworth and for users of Hyam's Lane and stretches of the PROW close to the south of the site (Long Holden and the Cross Britain Way). The nature of this visual change is likely to vary and from the edge of Diseworth the visible elements of the proposed development will principally comprise the perimeter mitigation mounding and the woodland and other landscape and habitat proposals. Views towards the proposed built development will also be possible from Diseworth yet these views are likely to be confined to the higher parts of the proposed buildings, with the lower active surrounds (car parks, service yards and roads etc) to the buildings screened from view by the intervening mitigation mounding and landscape proposals.
- 6.39 As part of the proposed development, Hyam's Lane will remain along its existing alignment through the site within a landscape corridor of conserved and proposed hedgerows, trees and woodland

planting. Inevitably, the proposed development will result in some notable visual changes for users of this route between Diseworth and Donington Park Services. However, these changes will be mitigated in part by the conserved and new planting and landscape proposals. The approaching views for users towards Diseworth will also be maintained by the proposals and the inclusion of the broad landscape areas in the south west of the site.

- 6.40 From the PROWs close to the south of the site, the proposed development will be seen on the slopes rising up towards EMA and the A453 to the north. Within these views, it will be the proposed buildings on the southern edge of the site that will be most readily visible. Mitigation woodland and other planting along the southern perimeter of the site will however provide some visual filtering and screening of the proposed development over time. The design and elevational treatments of the proposed buildings, including the appropriate selection and use of colours will be important considerations in addressing these and other views, particularly from the south and west.
- 6.41 There will be other views towards the proposed development generally from receptors (properties, PROW and roads) across the landscape, principally to the south and west of the site. These will include from other settlement areas, scattered farming and other properties and from stretches of PROW, the M1 and the A42 roads and other roads and lanes. Most of the more distant visual receptors are relatively elevated and the existing views towards the site are generally varied and expansive, with existing development at EMA and EMG also visible in these views.
- 6.42 The emerging development parameters and proposals for the scheme, as detailed in the accompanying Vision Document, have been informed by the visual appraisal work to date. This has included consideration of the extent and nature of the perimeter mounding and landscape mitigation areas. Further ongoing consideration and attention to these areas and to the proposed plot extents, levels and building heights will continue to be appraised to address and mitigate the potential visual change and effects of the proposed development. The proposals as detailed in the Vision Document encompass robust landscape mitigation measures and areas to address the potential visual effects arising from the proposed development.

#### **EMP90 (part): Landscaping - Review of NWLDC proposal**

- 6.43 As part of this LVA, a review of the area shown for 'Landscaping' in the Regulation 18 Draft Local Plan has been undertaken. The extent of the proposed 'Landscaping' is detailed on the plan at page 81 of the NWLDC Draft Local Plan 'Proposed Housing and Employment Allocations for Consultation' in respect of site EMP90.
- 6.44 The proposed landscaping is set to the perimeter of the development area, with an increased proportion of landscaping to the western and southern sides of the development area. Fields within the red line boundary are not shown as comprising any development or landscaping in the western part of the site as depicted on page 81.
- 6.45 It is acknowledged that robust landscape areas and corridors should extend around the perimeter and outer parts of the site, and that these are potentially of most importance in the south and west, in relation to the settlement edge of Diseworth and landscape areas to the south and west. However, it is considered that the strategic landscape areas should encompass the fields identified within the western part of the site. This would have the effect of broadening the landscape 'buffer' and mitigation proposals to the edge of Diseworth and extending the built development area a little further to the west. This would be as shown on the plans within the accompanying 'Vision

Document' and the Proposed Landscaping Mitigation Plan appended to the Representations Statement.

- 6.46 The broad landscape areas shown on the plans within the Vision Document and the Proposed Landscaping Mitigation Plan would include extensive mitigation mounding, woodland planting and other open space and habitat proposals. It would also include the conservation of existing hedgerows within this western part of the site. Overall, this broader landscape area in the west and south west would deliver an equivalent or potentially greater level of landscape and visual 'mitigation' (or 'buffering') to that indicated by the plan on Page 81 of the NWLDC 'Proposed Housing and Employment Allocations for Consultation'.
- 6.47 Whilst the plans within the Vision Document indicate built development extending relatively further to the west within the site, this is not considered likely to give rise to any marked increase or change to the likely landscape and visual effects arising from comparable employment development on site.
- 6.48 The proposed approach to the landscape proposals on site will also include a landscape corridor focussed along Hyam's Lane stretching through the site.
- 6.49 Overall, in landscape and visual terms, it is considered that the built development area shown on the NWLDC (page 81) plan could be extended further to the west than shown on the plan, providing also that the outer landscape proposals similarly extended further to the west and were increased in area and width. The plans within the Vision Document incorporate a robust and suitable landscape mitigation strategy and design approach, reflecting the principles set out within Policy EMP90 (part) policy.

## 7.0 SUMMARY AND CONCLUSIONS


- 7.1 The site predominantly comprises a number of medium sized arable fields occupying sloping land that generally falls towards the south from its northern boundary alongside the A453. The site is strongly defined and bound by the A453 to the north and the M1/ A42 road corridors and motorway services to the east. A track (Long Holden) defines the boundary to the south and a series of field boundaries and a small watercourse bound the site to the west. The general aspect of the site is towards the south and south west, reflecting the underlying landform. The settlement of Diseworth occupies a low lying position close to the south west of the site. Hyam's Lane (a byway/ PROW) stretches through the site from the relatively higher ground and motorway services in the north east to the edge of Diseworth to the south west.
- 7.2 The immediate context of the site comprises a mix of uses, characteristics and features, including both rural and urban, and smaller and larger scale features and influences. East Midlands Airport (EMA) (and associated employment and business uses) lies immediately to the north of the site beyond the A453, with the East Midlands Gateway (EMG) development beyond this to the north. Beyond Diseworth to the south and west lies predominantly farmland with scattered properties. Diseworth Brook flows through Diseworth and follows the lower lying land to the south west and south of the site.
- 7.3 The site and its immediate context does not lie within a designated landscape or a landscape recognised to be of any identified value or quality. In terms of relevant published landscape character assessments and studies, these typically characterise the wider landscape context of the site as gently rolling with a mix of large scale developments, transport and other urbanising activities, and more rural uses and features, including parkland areas.
- 7.4 The suite of published landscape studies include both county and district level landscape sensitivity assessments that have appraised the site and its context in relation to new employment development. The *Landscape Sensitivity and Green Infrastructure Study for Leicester & Leicestershire* (2017) appraised the site as part of the 'Northern Gateway' (No. 2) 'Strategic Opportunity Assessment Zone' (SOAZ). It also specifically considered the land to the east of Diseworth for new large scale industrial development (warehousing). In this regard the study states; *"The north-eastern part of the SOAZ, east of Diseworth, has also been assessed for large-scale industrial development (warehousing). This part of the landscape has been assessed as moderate sensitivity overall for this development type...."*
- 7.5 At a district level, two relatively recent landscape sensitivity assessment studies have been undertaken by NWLDC. The July 2019 landscape sensitivity study appraised the local landscape surrounding the edge of Diseworth. 'Parcel A' of this assessment study included only the south westerly extent of the site. The majority of the site was excluded from this assessment as it was situated beyond the assessed parcel to the north east.
- 7.6 A subsequent site specific 'Further Landscape Sensitivity Study' was undertaken by NWLDC in August 2021. This study assessed the site (Ref: 'Parcel 13DIS-C') and concluded the overall landscape sensitivity and visual sensitivity of Parcel 13DIS-C to change arising from new employment development to be 'medium'.
- 7.7 The County and District landscape studies have thus appraised the landscape of the site and its localised context and conclude that it is a landscape of medium or moderate sensitivity to new

employment development, indicating that it is capable of accommodating this type of development, subject to suitable landscape and visual mitigation and to the layout and detail of the proposals.

- 7.8 As part of this LVA, an appraisal of the Landscape Value of the site and its immediate context has been undertaken in accordance with relevant guidance and this indicates that it is a landscape of Medium Landscape Value. Whilst this is not an assessment of the sensitivity of the landscape to new employment development, this Landscape Value assessment generally aligns with the Medium or Moderate Landscape Sensitivity judgements of the County and District wide Landscape Studies. It is also assessed that this landscape is not a 'valued landscape' in the terms of NPPF, paragraph 180a.
- 7.9 This LVA has appraised the potential for the site to assimilate new employment development as part of a comprehensive and well-designed scheme, reflecting that detailed in the accompanying Vision Document. This has included input to and consideration of the emerging Masterplan and Development Parameter proposals. It envisages an appropriate development solution would include a framework of landscape and green infrastructure corridors and areas to establish a robust landscape setting to the new built development. As part of this, it is anticipated that a broad outer perimeter landscape would be established, particularly in the west and south west of the site. This would include mitigation mounding and extensive woodland and tree planting to provide effective landscape and visual mitigation to Diseworth.
- 7.10 Based upon this approach and with further careful attention to landscape and visual matters as the development proposals are further refined, it has been assessed that the site is capable of accommodating future employment development, as detailed in the accompanying Vision Document. In landscape and visual terms, there will inevitably be some notable adverse effects that will arise as a result of the proposed development, yet these will be predominantly localised and are capable of being suitably mitigated as part of the overall proposed development.
- 7.11 The proposals should also encompass some localised landscape and green infrastructure benefits, as a result of the extensive new woodland planting and other mixed habitats; the new publicly accessible landscape areas in the west of the site; other improved public access connections; and through the long term management of all the conserved and new planting and habitats.
- 7.12 In overall landscape and visual terms, the site can successfully accommodate future employment development as part of a comprehensive solution, incorporating an extensive and robust landscape framework with mitigation mounding and with careful attention to the design of the future buildings and associated infrastructure.



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KEY  
 Site Boundary

client  
**SEGRO**

project  
East Midlands Gateway 2

drawing title  
**AERIAL PHOTOGRAPH**

scale  
NTS

drn  
SJL

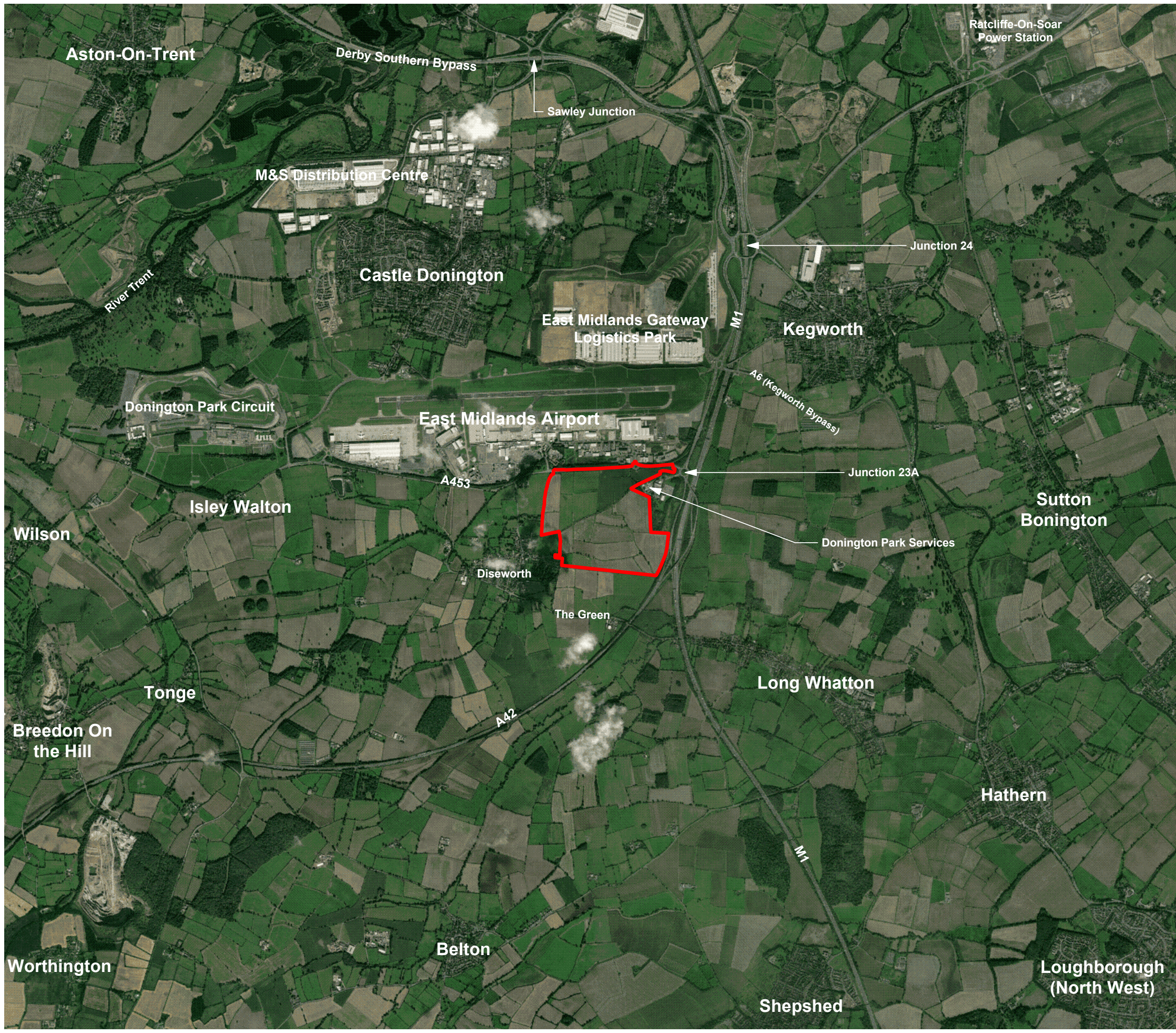
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TRJ

date created  
11 March 2024


drawing/figure number  
**Figure 1**

issue  
-

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KEY  
 Site Boundary

client  
**SEGRO**

project  
East Midlands Gateway 2

drawing title  
AERIAL PHOTOGRAPH (WIDER CONTEXT)

scale  
NTS

drn  
SJL

chk  
TRJ

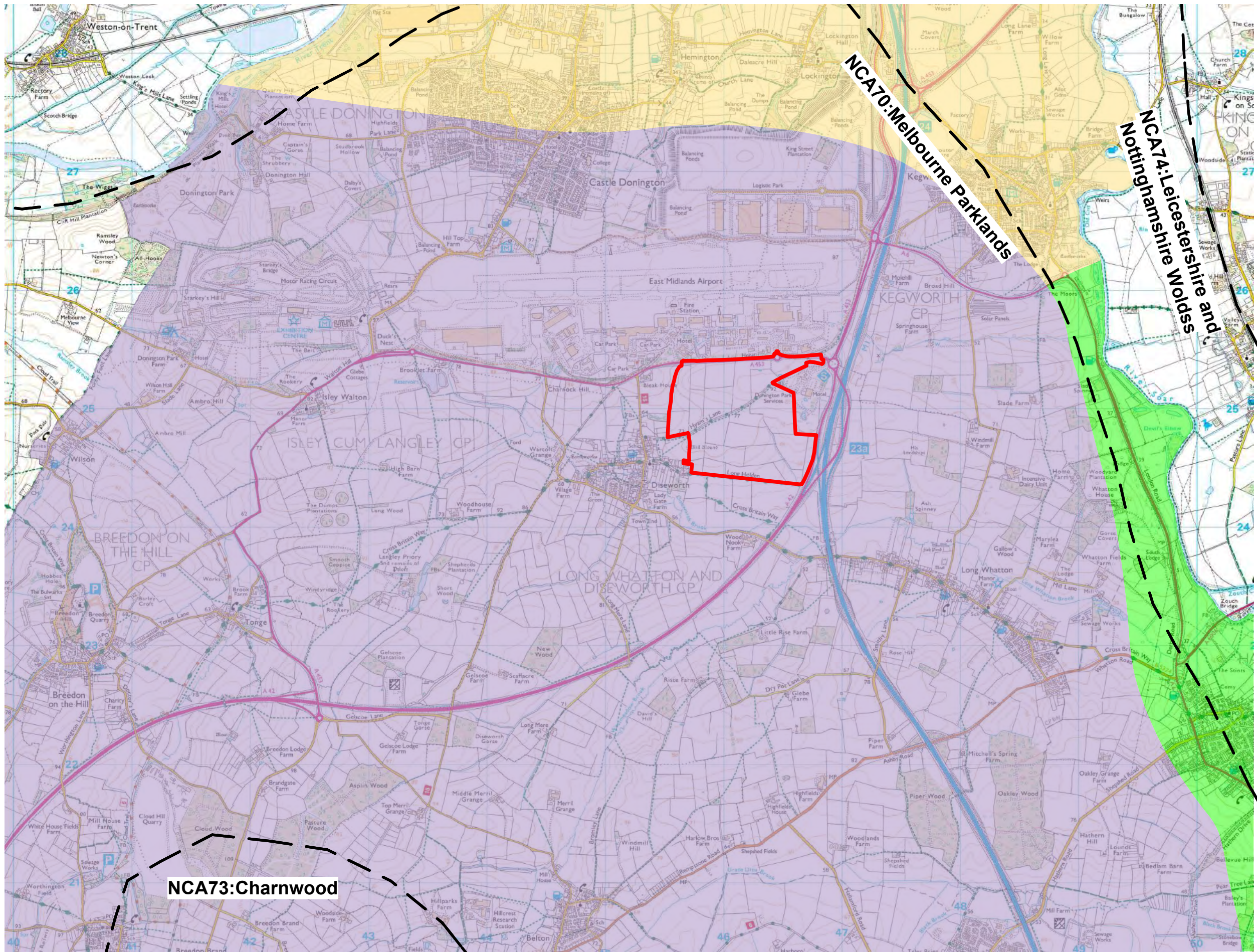
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drawing/figure number  
**Figure 2**

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




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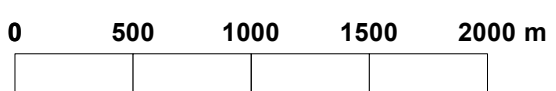
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**KEY**

-  Site Boundary
-  National Character Areas (NCA)
-  NCA Boundary (Approximate)
- County (Leicestershire) Landscape Character Areas (LCA)**
-  Trent Valley
-  Langley Lowlands
-  Soar Valley

**NOTE:**

Boundary lines to Character Areas are approximate and based upon the maps within the published studies.



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**SEGRO**  
 project  
 East Midlands Gateway 2

fpcr  
 drawing title  
 LANDSCAPE CHARACTER  
 (NATIONAL & COUNTY)

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 See Scale Bar    SJL    TRJ    11 March 2024

drawing/figure number  
**Figure 3**      issue

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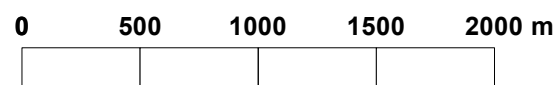
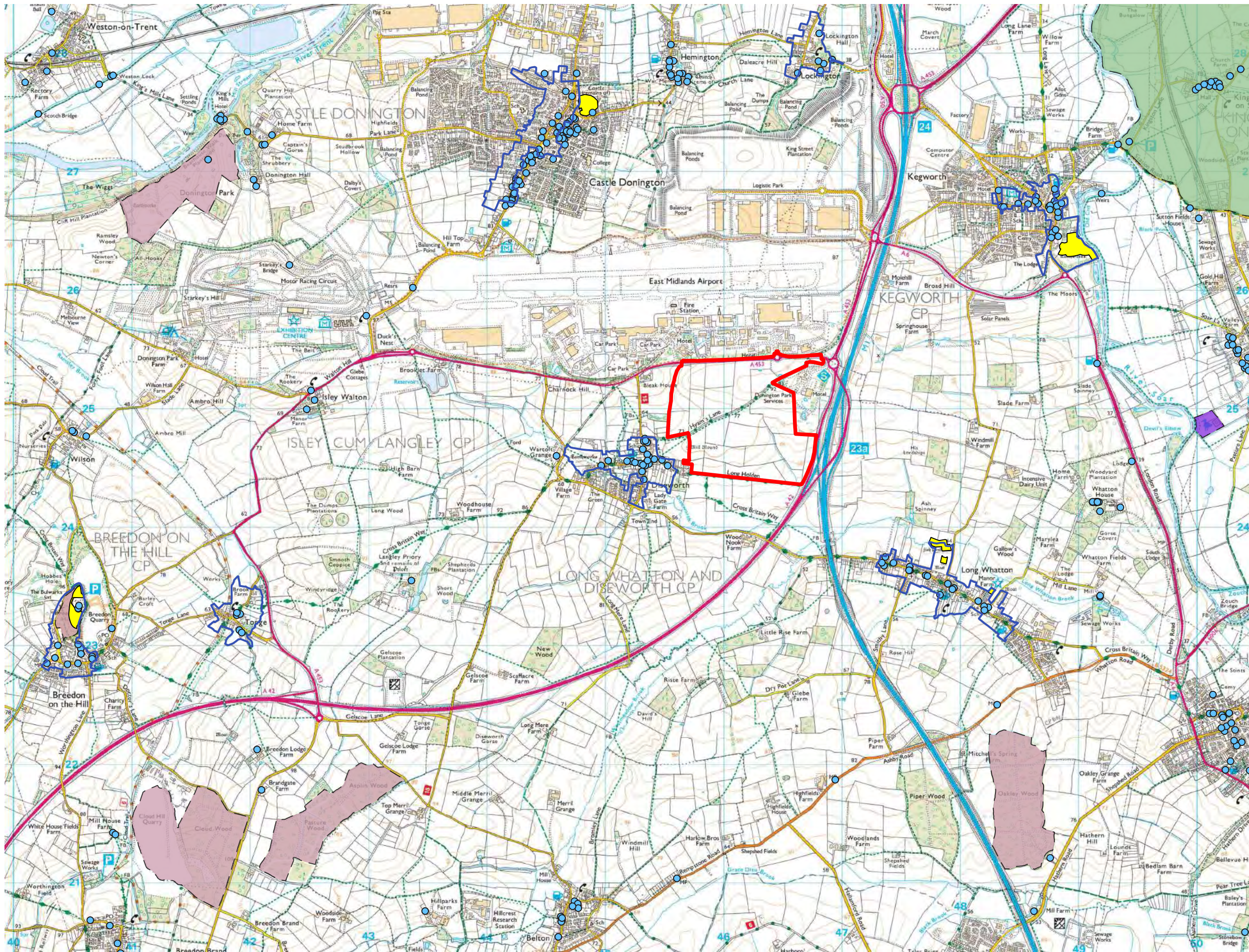
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KEY

-  Site Boundary
-  Green Belt
-  Local Nature Reserves
-  Conservation Areas
-  Listed Buildings
-  Site of Specific Scientific Interest (SSSI)
-  Scheduled Monuments

Note:

Mapping of designations & features taken from Magic Map Applications, government website.



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East Midlands Gateway 2

drawing title  
**ENVIRONMENTAL DESIGNATIONS & FEATURES**

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See Scale Bar    SJL    TRJ    11 March 2024

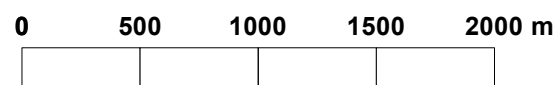
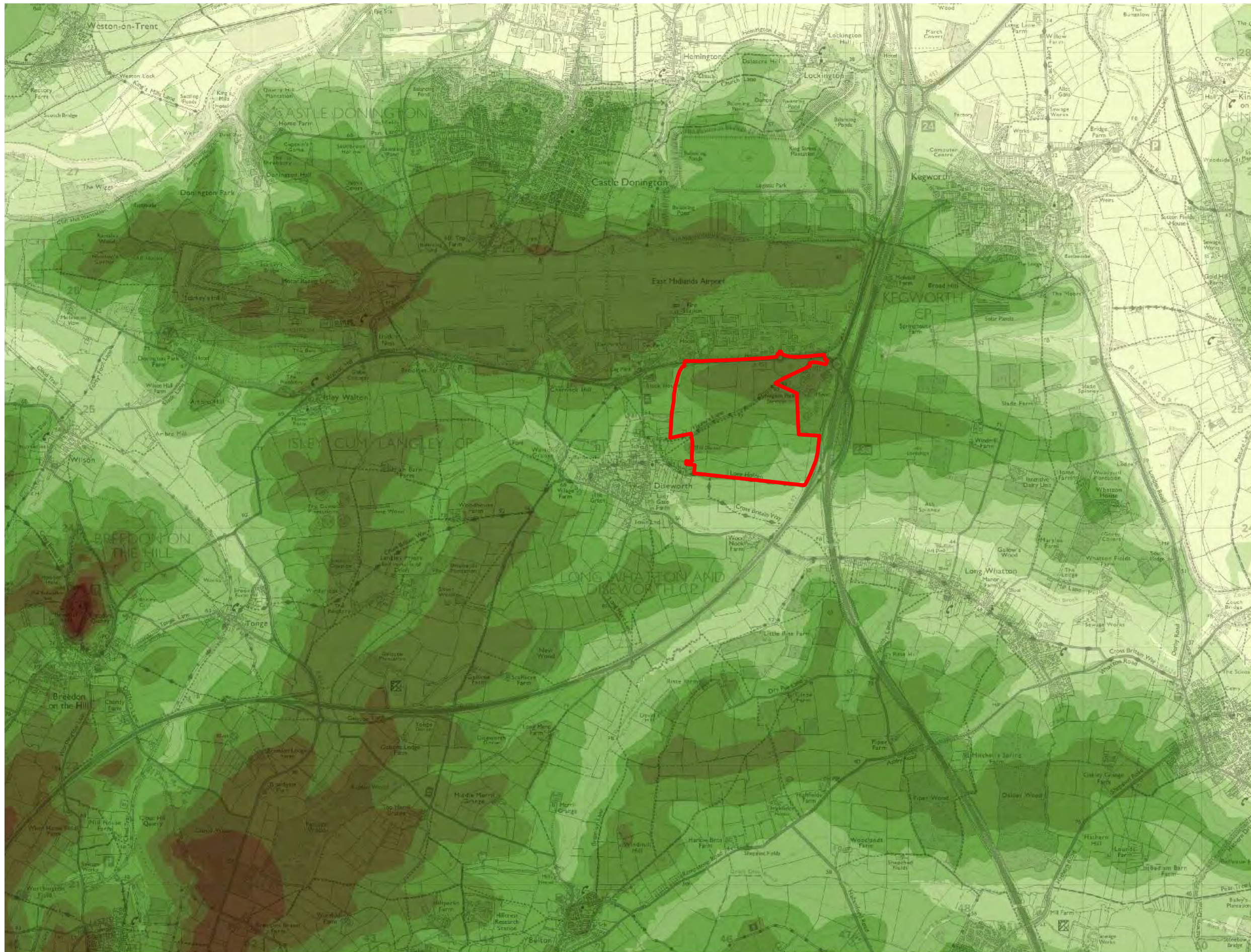
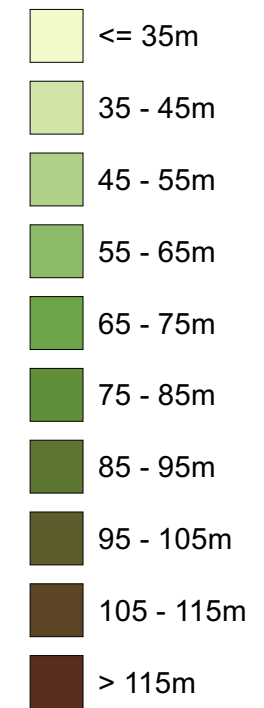
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Topographical Key (0-120m AOD)



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**SEGRO**  
 project  
 East Midlands Gateway 2

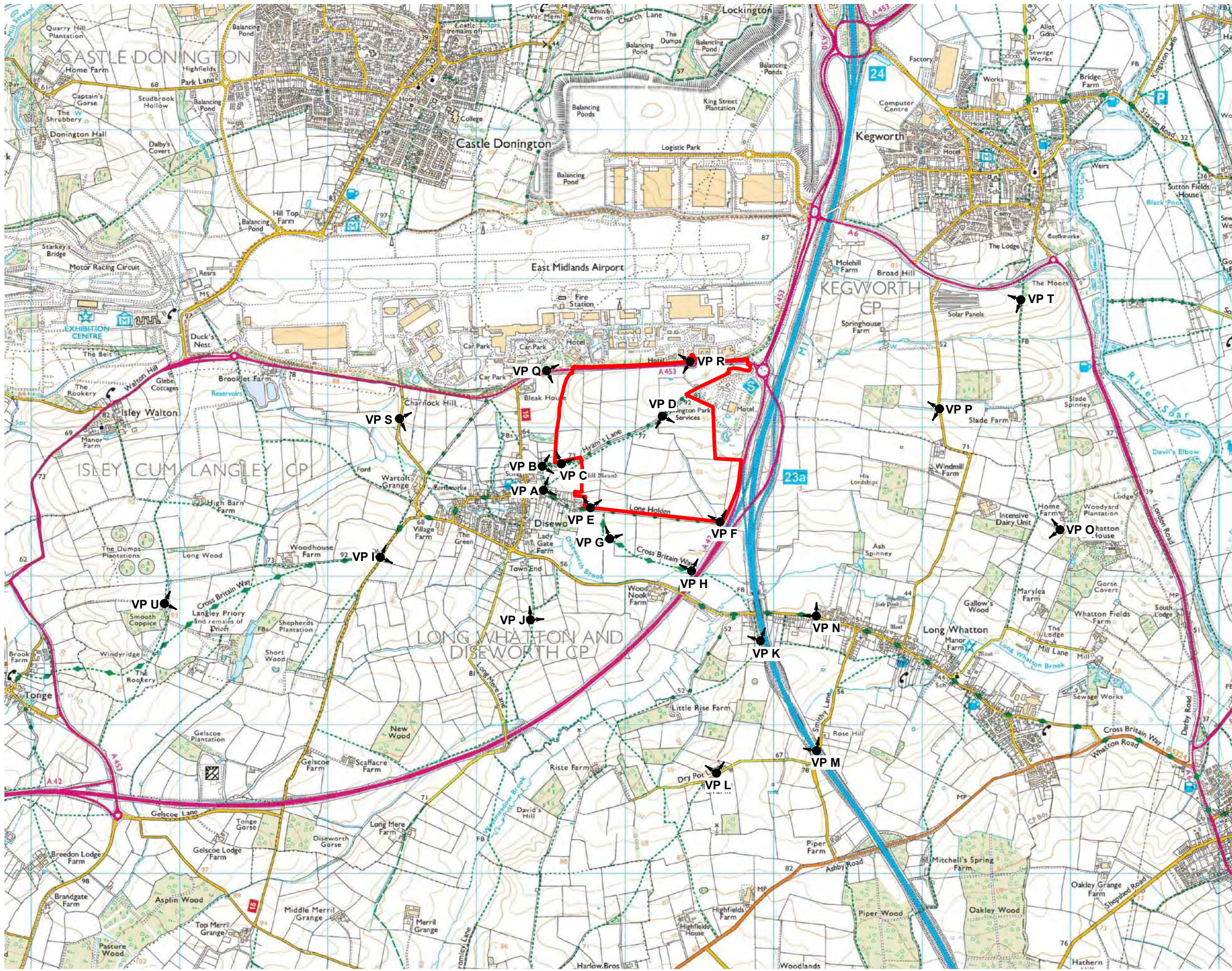
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drawing title  
**TOPOGRAPHY**

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drawing/figure number  
**Figure 5**    issue  
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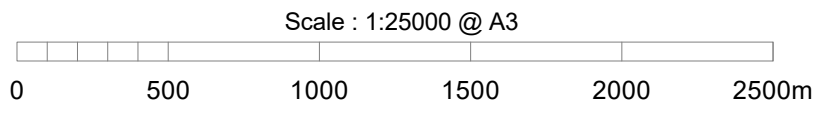
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**KEY**

-  Site Boundary
-  Photo Viewpoint Locations and Reference



client  
**SEGRO**  
 project  
 East Midlands Gateway 2

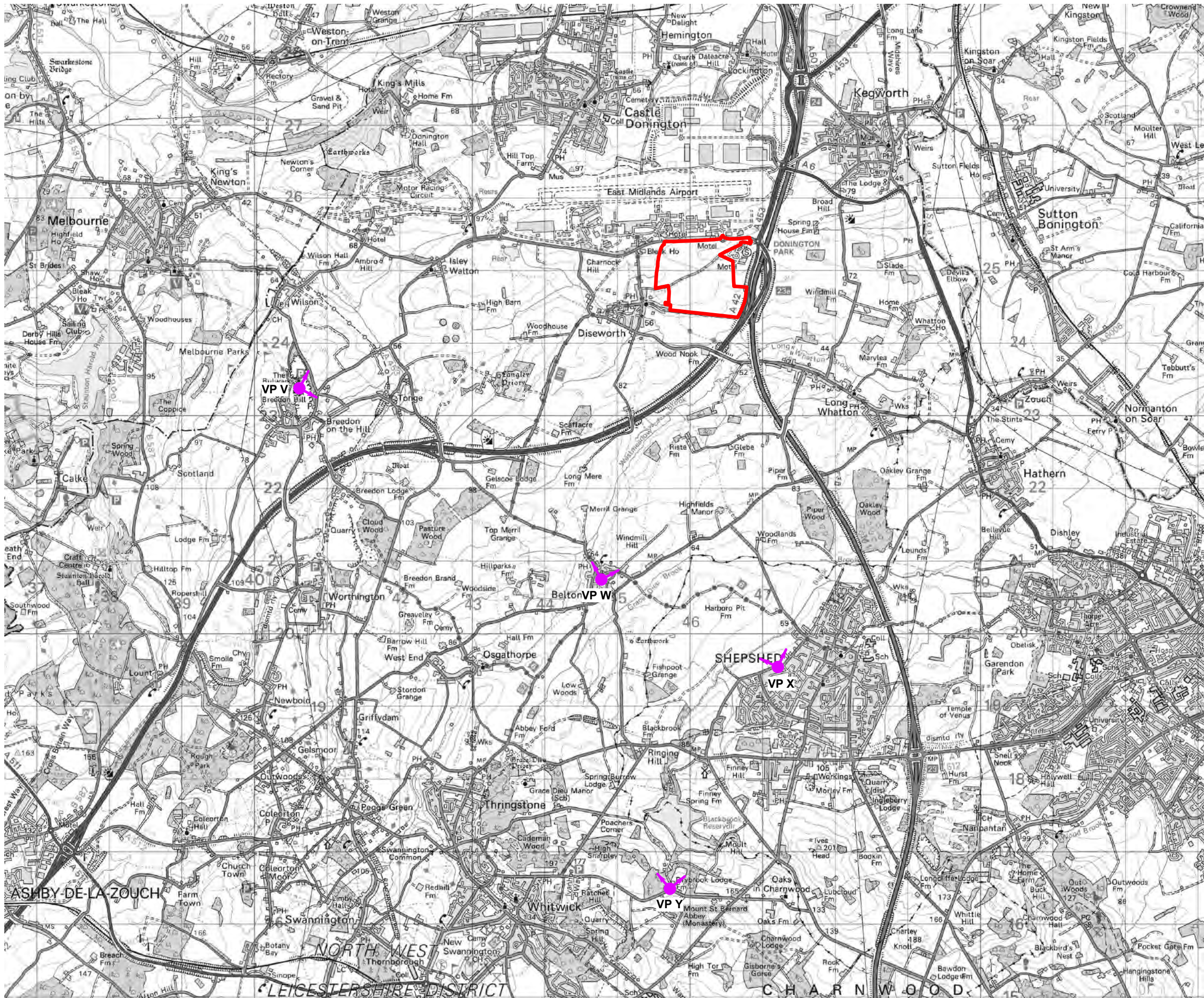
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**PHOTO VIEWPOINTS**

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 SJL    TRJ    11 March 2024

drawing/figure number  
**Figure 6**    issue





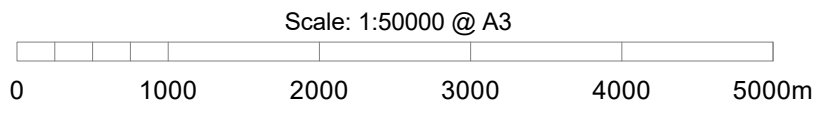
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**KEY**

-  Site Boundary
-  Photo Viewpoint Locations and reference



client  
**SEGRO**  
 project  
 East Midlands Gateway 2

drawing title  
**PHOTO VIEWPOINTS (WIDER CONTEXT)**  
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 date created 11 March 2024

drawing/figure number  
**Figure 7**

dm chk  
 SJL TRJ

issue



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Site situated beyond foreground fields and trees



Photo Viewpoint A

Site situated beyond trees

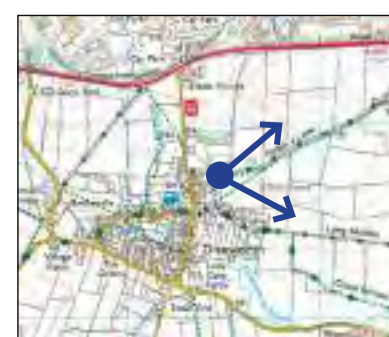
Hyam's Lane



Photo Viewpoint B



**Photo Viewpoint A**  
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 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 40°, bearing from North



**Photo Viewpoint B**  
 Date & time of photo: March 23, 2023 11:14 AM  
 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 85°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Site (north of Hyam's Lane)



Photo Viewpoint C

A42

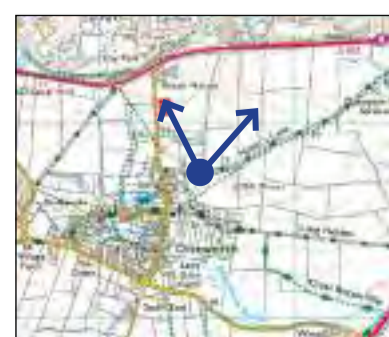
Long Whatton

M1 Motorway

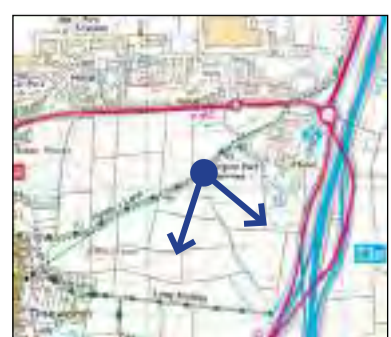
Site (south of Hyam's Lane)



Photo Viewpoint D



**Photo Viewpoint C**  
Date & time of photo: July 8, 2022, 11:03 AM  
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Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 12°, bearing from North



**Photo Viewpoint D**  
Date & time of photo: July 8, 2022, 10:54 AM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 160°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Property on Langley Close

Site (south west corner)



Photo Viewpoint E

Site

Donington Park Services (beyond trees)

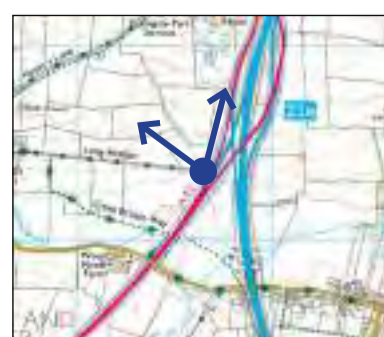
A42/M1



Photo Viewpoint F



**Photo Viewpoint E**  
 Date & time of photo: July 8, 2022, 11:57 AM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 345°, bearing from North



**Photo Viewpoint F**  
 Date & time of photo: July 8, 2022, 12:05 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 340°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Site (beyond hedgerows & Long Holden)



Photo Viewpoint G

Site (beyond hedgerows & Long Holden)

Donington Park Services (beyond trees)



Photo Viewpoint H



Photo Viewpoint G
Date & time of photo: March 23, 2023 10:12 AM
Camera make & model, & sensor format: Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 20°, bearing from North

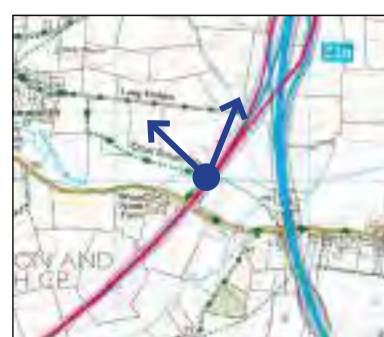


Photo Viewpoint H
Date & time of photo: March 23, 2023 10:12 AM
Camera make & model, & sensor format: Canon EOS 6D, FFS
Horizontal Field of View: 87°
Direction of View: 340°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1
Projection: Cylindrical
Enlargement factor: 100%

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Ratcliffe on Soar Power Station

Radisson Blu Hotel (EMA)

St Michael All Angels Church (Spire)

Approximate extents of the site



Photo Viewpoint I

EMA Control Tower St Michael All Angels Church (Spire)

Approximate extents of the site

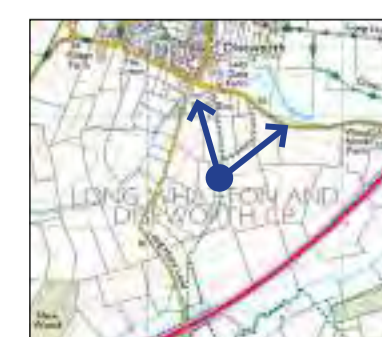
Ratcliffe on Soar Power Station Donington Park Services



Photo Viewpoint J



**Photo Viewpoint I**  
Date & time of photo: March 23, 2023 10:42 AM  
Camera make & model, & sensor format: Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 75°, bearing from North



**Photo Viewpoint J**  
Date & time of photo: March 23, 2023 10:12 AM  
Camera make & model, & sensor format: Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 10°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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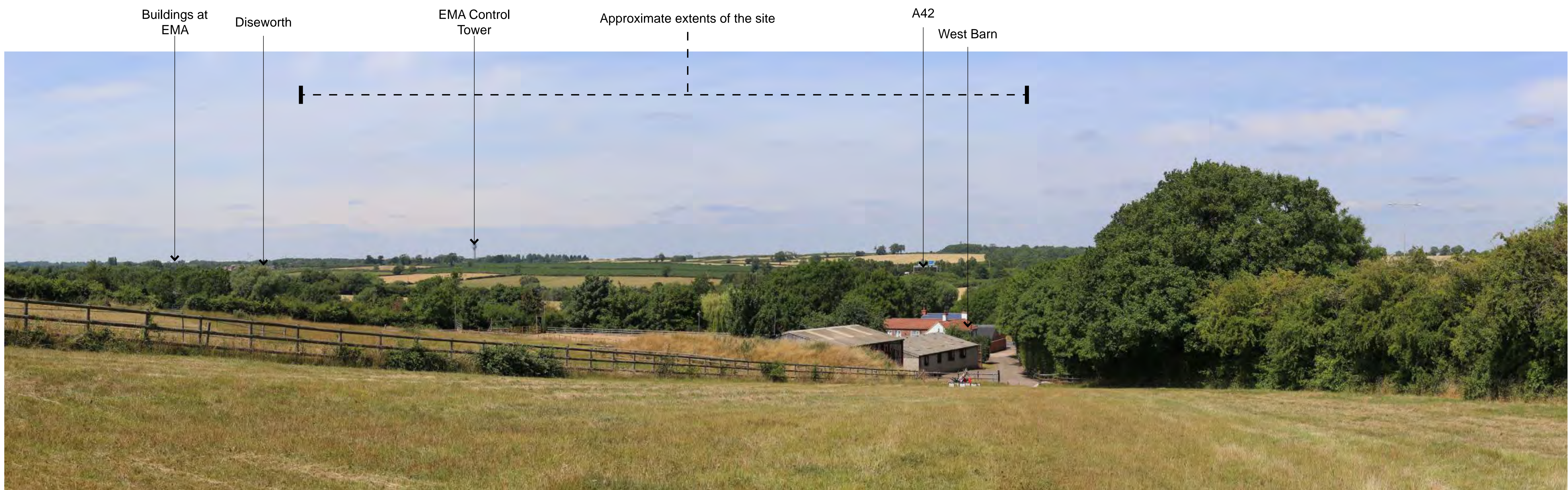


Photo Viewpoint K



Photo Viewpoint L



**Photo Viewpoint K**  
 Date & time of photo: July 8, 2022, 13:16 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 340°, bearing from North



**Photo Viewpoint L**  
 Date & time of photo: July 8, 2022, 13:42 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 355°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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EMA Control Tower

Site

M1 Motorway

Photo Viewpoint M

M1 Motorway

General direction of the site



Photo Viewpoint N



**Photo Viewpoint M**  
 Date & time of photo: March 23, 2023 10:12 AM  
 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 330°, bearing from North



**Photo Viewpoint N**  
 Date & time of photo: March 23, 2023 10:12 AM  
 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 280°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

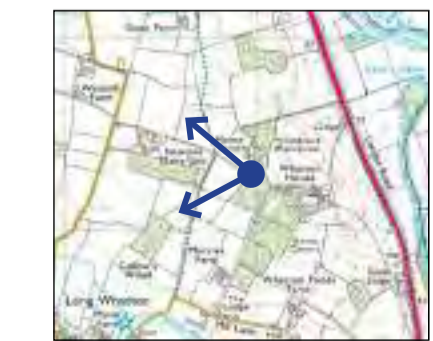
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Photo Viewpoint O



Photo Viewpoint P



**Photo Viewpoint O**  
 Date & time of photo: Dec 7, 2022 13:18 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 270°, bearing from North



**Photo Viewpoint P**  
 Date & time of photo: July 8, 2022, 13:54 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 275°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.  
 Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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Entrance to  
EMA

A453

Approximate extents of the site

Site



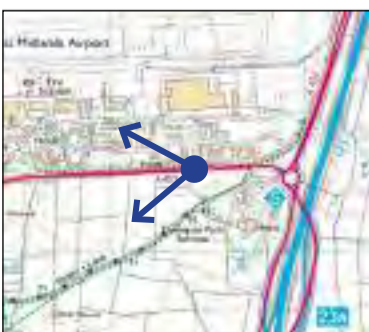
Photo Viewpoint Q

Approximate extents of the site

Site



Photo Viewpoint R



**Photo Viewpoint Q**  
 Date & time of photo: March 23, 2023 11:21 AM  
 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 280°, bearing from North



**Photo Viewpoint R**  
 Date & time of photo: March 23, 2023 11:21 AM  
 Camera make & model, & sensor format: Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 95°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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General direction  
of the site

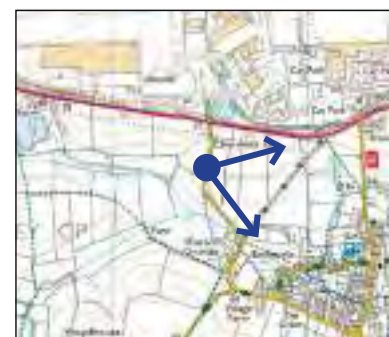


Photo Viewpoint S

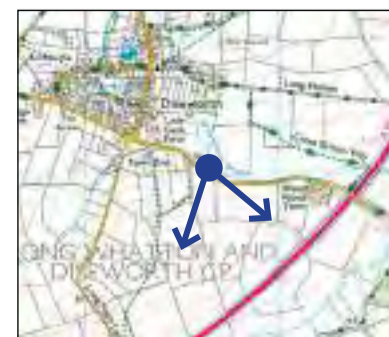
General direction  
of the site



Photo Viewpoint T



**Photo Viewpoint S**  
Date & time of photo: July 8, 2022 14:14PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 100°, bearing from North



**Photo Viewpoint T**  
Date & time of photo: 23 Mar 2023, 12:27 PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 160°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Buildings at  
EMA

Ratcliffe on Soar Power Station  
EMA Control  
Tower

Radisson Blu  
Hotel (EMA)  
General direction of the site



Photo Viewpoint U

Ratcliffe on Soar  
Power Station

East Midlands  
Gateway

EMA Control Tower

Radisson Blu  
Hotel (EMA)

General direction of the site

Tonge



Photo Viewpoint V



**Photo Viewpoint U (Long Distance)**  
Date & time of photo: 7 Dec 2022, 15:21 PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 60°, bearing from North



**Photo Viewpoint V (Long Distance)**  
Date & time of photo: Dec 7, 2022 15:12 PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 60°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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General direction  
of the site



Photo Viewpoint W

EMA Control Tower

General direction  
of the site

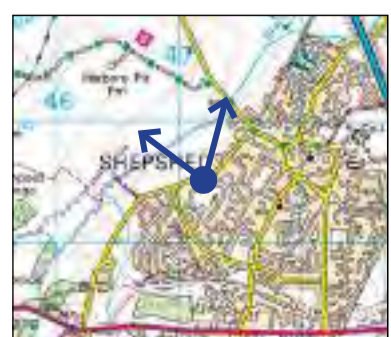
Housing on northern  
edge of Shepshed



Photo Viewpoint X



**Photo Viewpoint W (Long Distance)**  
Date & time of photo: Dec 7, 2022 14:42 PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 5°, bearing from North

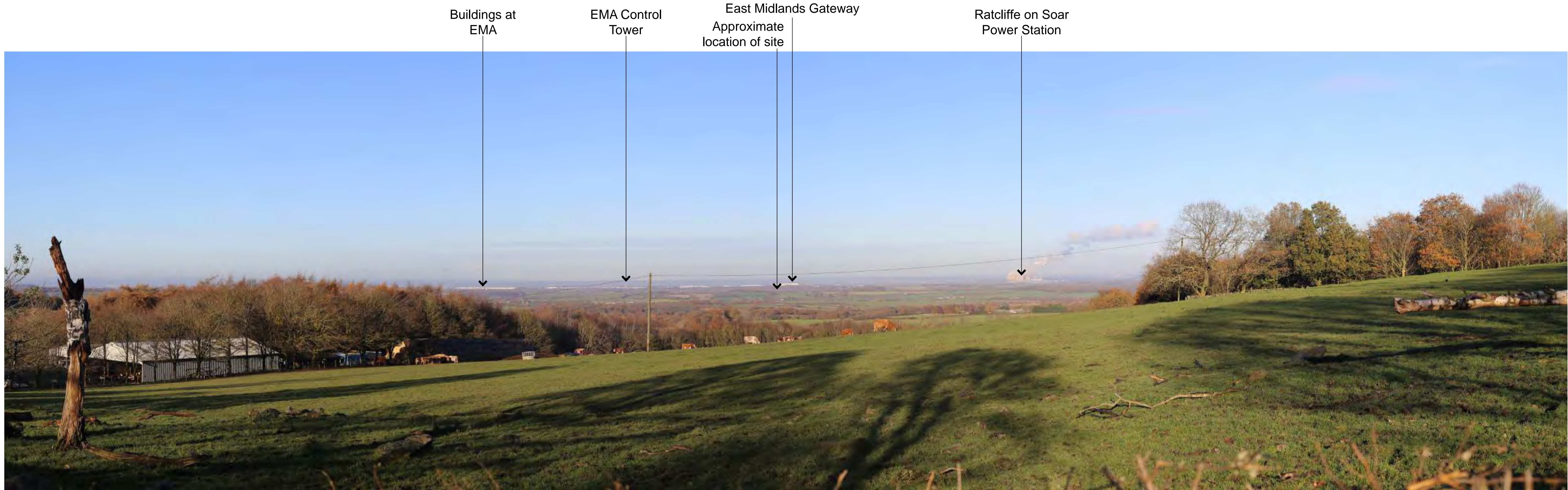


**Photo Viewpoint X (Long Distance)**  
Date & time of photo: Dec 7, 2022 13:52 PM  
Camera make & model, & sensor format:  
Canon EOS 6D, FFS  
Horizontal Field of View: 87°  
Direction of View: 350°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
Projection: Cylindrical  
Enlargement factor: 100%

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Buildings at  
EMA

EMA Control  
Tower

East Midlands Gateway  
Approximate  
location of site

Ratcliffe on Soar  
Power Station

Photo Viewpoint Y



**Photo Viewpoint Y (Long Distance)**  
 Date & time of photo: Dec 7, 2022 14:16 PM  
 Camera make & model, & sensor format:  
 Canon EOS 6D, FFS  
 Horizontal Field of View: 87°  
 Direction of View: 0°, bearing from North

Printing note: To give the correct viewing distance the sheet should be printed at a scale of 1:1 on A1. To be viewed at comfortable arms length.

Visualisation Type: Type 1  
 Projection: Cylindrical  
 Enlargement factor: 100%

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## **APPENDIX A**

### **Landscape and Visual Appraisal – Methodology and Assessment Criteria**

## **Appendix A**

### **Landscape and Visual Appraisal – Methodology and Assessment Criteria**

#### **Introduction**

- 1.0 The following details the criteria considered and used in the LVA.
- 1.1 The purpose of the LVA report is to explore landscape and visual matters in relation to the site and its potential to accommodate future employment based development. It considers the potential of the site and its landscape context to assimilate future change in the form of new employment based development. The level of any impacts and effects on landscape character and visual amenity have not therefore been determined in detail at this stage, although the likely nature of potential change and effects are considered.
- 1.2 As advised in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) (GLVIA3), the judgements made in respect of both landscape and visual effects are a combination of an assessment of the sensitivity of the receptor and the magnitude of the landscape or visual effect. The following details the definitions and criteria used in assessing sensitivity and magnitude for landscape and visual receptors.
- 1.3 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as High/ Medium or Moderate/ Minor etc. This indicates that the assessment lies between the respective definitions or encompasses aspects of both.

#### **Landscape**

##### **Landscape Sensitivity**

- 1.4 Landscape receptors are assessed in terms of their 'Landscape Sensitivity'. This combines judgements on the value to be attached to the landscape and the susceptibility to change of the landscape from the type of change or development proposed. The definition and criteria adopted for these contributory factors is detailed below.
- 1.5 There can be complex relationships between the value attached to landscape receptors and their susceptibility to change which can be especially important when considering change within or close to designated landscapes. For example, an internationally, nationally or locally valued landscape does not automatically or by definition have a high susceptibility to all types of change. The type of change or development proposed may not compromise the specific basis for the value attached to the landscape.

##### Landscape Value

- 1.6 Value can apply to a landscape area as a whole, or to the individual elements, features and aesthetic or perceptual dimensions which contribute to the character of the landscape. The following criteria have been used to categorise landscape value. Where there is no clear existing evidence on landscape value, an assessment is made based on the criteria/ factors identified below (based on the guidance in the Landscape Institute Technical Guidance Note 02/21 "Assessing landscape value outside national designations", which provides more up to date guidance than Box 5.1 of GLVIA3).

- Natural Heritage
- Distinctiveness

- Cultural Heritage
- Landscape Condition
- Associations
- Recreational
- Perceptual (scenic)
- Perceptual (Wildness and tranquillity)
- Functional

<b>Landscape Value</b>	<b>Definition</b>
High	Landscape receptors of high importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities associations and functional aspects.
Medium	Landscape receptors of medium importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities and quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities, associations and functional aspects.
Low	Landscape receptors of low importance based upon factors of natural and cultural heritage, condition, distinctiveness, recreational value, perceptual qualities and quality, rarity, representativeness, conservation interest, recreational value, perceptual qualities, associations and functional aspects.

#### Landscape Susceptibility to Change

- 1.7 This means the ability of the landscape receptor (overall character type/ area or individual element/ feature) to accommodate the change (i.e. the proposed development) without undue consequences for the maintenance of the baseline position and/ or the achievement of landscape planning policies and strategies. The definition and criteria for the assessment of Landscape Susceptibility to Change is as follows:

<b>Landscape Susceptibility to Change</b>	<b>Definition</b>
High	A highly distinctive and cohesive landscape receptor, with positive characteristics and features with no or very few detracting or intrusive elements. Landscape features intact and in very good condition and/ or rare. Limited capacity to accept the type of change/ development proposed.
Medium	Distinctive and more commonplace landscape receptor, with some positive characteristics/ features and some detracting or intrusive elements. Landscape features in moderate condition. Capacity to accept well planned and designed change/ development of the type proposed.
Low	Landscape receptor of mixed character with a lack of coherence and including detracting or intrusive elements. Landscape features that may be in poor or improving condition and few that could not be replaced. Greater capacity to accept the type of change/ development proposed.

#### **Magnitude of Landscape Effects**

- 1.8 The magnitude of landscape effects is the degree of change to the landscape receptor in terms of its size or scale of change, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the separate considerations of Scale or Size of the Degree of Change, Reversibility the geographical extent and duration of change are described where relevant in the appraisal.

Scale or Size of the Degree of Landscape Change

<b>Scale or Size of the Degree of Landscape Change</b>	<b>Definition</b>
High	Total loss of or substantial alteration to key characteristics / features and the introduction of new elements totally uncharacteristic to the receiving landscape. Overall landscape receptor will be fundamentally changed.
Medium	Partial loss of or alteration to one or more key characteristics / features and the introduction of new elements that would be evident but not necessarily uncharacteristic to the receiving landscape. Overall landscape receptor will be obviously changed.
Low	Limited loss of, or alteration to one or more key characteristics/ features and the introduction of new elements evident and/ or characteristic to the receiving landscape. Overall landscape receptor will be perceptibly changed.
Negligible	Very minor alteration to one or more key characteristics/ features and the introduction of new elements characteristic to the receiving landscape. Overall landscape receptor will be minimally changed.
None	No loss or alteration to the key characteristics/ features, representing 'no change'.

Geographical Extent

<b>Geographical extent</b>	<b>Definition</b>
Extensive	Notable change to an extensive proportion of the geographic area.
Moderate	Notable change to part of the geographic area,
Minimal	Change over a limited part of the geographic area.
Negligible	Change over a very limited part of the geographical area

Duration

<b>Duration</b>	<b>Definition</b>
Short term	The change will occur for up to 5 years.
Medium Term	The change will occur for between 5 and 10 years.
Long term	The change will occur for over 10 years

## Reversibility

<b>Reversibility</b>	<b>Definition</b>
Irreversible	The development would be permanent and the assessment site could not be returned to its current/ former use.
Reversible	The development could be deconstructed/ demolished and the assessment site could be returned to broadly its current/ historic use (although that may be subject to qualification depending on the nature of the development).

## **Visual**

### **Sensitivity of Visual Receptors**

- 1.9 Visual sensitivity assesses each visual receptor in terms of their susceptibility to change in views and visual amenity and also the value attached to particular views. The definition and criteria adopted for these contributory factors is detailed below.

### Visual Susceptibility to Change

- 1.10 The susceptibility of different visual receptors to changes in views and visual amenity is mainly a function of; firstly, the occupation or activity of people experiencing the view at particular locations; and secondly, the extent to which their attention or interest may therefore be focussed on the views and visual amenity they experience.

<b>Visual Susceptibility to Change</b>	<b>Definition</b>
High	Residents at home with primary views from ground floor/garden and upper floors. Public rights of way/ footways where attention is primarily focussed on the landscape and on particular views. Visitors to heritage assets or other attractions whose attention or interest is likely to be focussed on the landscape and/ or on particular views. Communities where views make an important contribution to the landscape setting enjoyed by residents. Travellers on recognised scenic routes.
Medium	Residents at home with secondary views (primarily from first floor level). Public rights of way/ footways where attention is not primarily focussed on the landscape and/ or particular views. Travellers on road, rail or other transport routes.
Low	Users of outdoor recreational facilities where the view is less important to the activities (e.g. sports pitches). Travellers on road, rail or other transport where views are primarily focussed on the transport route. People at their place of work where views of the landscape are not important to the quality of the working life.

### Value of Views

- 1.11 The value attached to a view takes account of any recognition attached to a particular view and/ or any indicators of the value attached to views, for example through guidebooks or defined viewpoints or references in literature or art.

<b>Value of Views</b>	<b>Definition</b>
High	A unique or identified view (e.g. shown as such on Ordnance Survey map, guidebook or tourist map) or one noted in literature or art. A view where a heritage asset makes an important contribution to the view.
Medium	A typical and/ or representative view from a particular receptor.
Low	An undistinguished or unremarkable view from a particular receptor.

### **Magnitude of Visual Effects**

- 1.12 Magnitude of Visual Effects evaluates each of the visual effects in terms of its size or scale, the geographical extent of the area influenced and its duration and reversibility. The table below sets out the categories and criteria adopted in respect of the Scale or Size (including the degree of contrast) of Visual Change. The distance and nature of the view and whether the receptor's view will be stationary or moving are also detailed in the Visual Effects Table.

<b>Scale or Size of the Degree of Visual Change</b>	<b>Definition</b>
High	The proposal will result in a large and immediately apparent change in the view, being a dominant and new and/ or incongruous feature in the landscape.
Medium	The proposal will result in an obvious and recognisable change in the view and will be readily noticed by the viewer.
Low	The proposal will constitute a minor component of the wider view or a more recognisable component that reflects those apparent in the existing view. Awareness of the proposals will not have a marked effect on the overall nature of the view.
Negligible/ None	Only a very small part of the proposal will be discernible and it will have very little or no effect on the nature of the view.

### **Level of Effect**

- 1.13 The final conclusions on effects, whether adverse or beneficial, are drawn from the separate judgements on the sensitivity of the receptors and the magnitude of the effects. This overall judgement is formed from a reasoned professional overview of the individual judgements against the assessment criteria.
- 1.14 GLVIA3 notes, at paragraphs 5.56 and 6.44, that there are no hard and fast rules with regard to the level of effects, therefore the following descriptive thresholds have been used for this appraisal:

- **Major**



- **Moderate**
- **Minor**
- **Negligible**

1.15 Where it is determined that the assessment falls between or encompasses two of the defined criteria terms, then the judgement may be described as, for example, Major/ Moderate or Moderate/ Minor. This indicates that the effect is assessed to lie between the respective definitions or to encompass aspects of both.



## 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](http://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	PAULINE	
Last Name	NEEDHAM	
Job Title (where relevant)	[REDACTED] TECHNICAL [REDACTED]	
Organisation (where relevant)		
House/Property Number or Name	[REDACTED]	
Street	[REDACTED]	
Town/Village	[REDACTED] [REDACTED] [REDACTED]	
Postcode	[REDACTED] [REDACTED] [REDACTED]	
Telephone	[REDACTED] [REDACTED] [REDACTED]	
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?	<input checked="" 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. 1

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

PROPOSED POLICIES ISLEY WOODHOUSE POLICY 1W1

PARAGRAPH 3.23 "WITH PARTICULAR REGARD.....AS ONE OF SEVERAL LOCATIONS FOR GROWTH....."

EXPONENTIAL GROWTH HAS ALREADY TAKEN PLACE WITH NO THOUGHT TO THE EFFECTS AND DESTRUCTION ON HABITAT, ENVIRONMENT, BIODIVERSITY, COUNTRYSIDE, HISTORY, QUALITY OF LIFE, AGRICULTURE AND WELL BEING OF LOCAL RESIDENTS.

STRATEGY PARAGRAPH 4.9

PUSHING URBAN DEVELOPMENT REQUIREMENTS INTO A RURAL AREA 25 MILES AWAY FROM PERCEIVED DEMAND IS NOT SOLVING ANY OF THE PROBLEMS. THERE IS NO SUPPORTING INFRASTRUCTURE FOR THIS DEMAND IN ONE HUGE PROPOSED PLOT OF 4,700 HOUSES.

HOUSE BUILD NEEDS TO CORRELATE WITH HOUSING DEMAND - I.E BUILD HOMES WHERE PEOPLE LIVE AND WORK.

PARAGRAPH 4.11 STATES LEICESTER CITY'S INABILITY TO ABSORB IT'S OWN HOUSING REQUIREMENT.....

THIS PROPOSAL WILL:

1) BULLDOZE 780 ACRES OF COUNTRYSIDE FOR 4,700 WRONGLY PLACED NEW HOMES.

ISLEY WOODHOUSE POLICY IWI CONT.

- 3) CREATE A RAT RUN THROUGH DISENORTH VILLAGE TO LOUGHBOROUGH AND SURROUNDING MOTORWAYS.
- 3) CREATE EXTRA 10,000 VEHICLES TO OUR ALREADY CONGESTED ROADS.
- 4) HEAVY TRAFFIC CONGESTION ON A453
- 5) HEAVY LOSS OF COUNTRYSIDE ECOSYSTEM AND BIODIVERSITY.
- 6) YEARS OF NOISE, DISRUPTION, LIGHT POLLUTION AND AIR POLLUTION.
- 7) ENVIRONMENTAL DESTRUCTION NEVER TO BE REPLACED.
- 8) LOSS OF RURAL VILLAGE LIFE AND SURROUNDING COUNTRYSIDE BY DESTROYING THE GREEN LUNES OF OUR HISTORIC VILLAGE.
- 9) FLOODING A CERTAINTY DUE TO PROPOSED 780 ACRES OF HOUSING - COMPLETE WITH CONCRETE COVERING. THIS AREA SIMPLY IS ALREADY AT SATURATION POINT, AND PRONE TO FLOODING.
- 10) THIS PROPOSAL SEEMS TO GIVE NO CONSIDERATION, NOR HAVE ANY POLICIES THAT LOOKS AT THE EFFECTS OF CUMULATIVE DEVELOPMENT.

THERE IS NO OVERARCHING STRATEGY THAT LOOKS AT THE REGION AS A WHOLE AROUND EAST MIDLANDS AIRPORT AND M1 JUNCTION 24 IN PARTICULAR IN RESPECT OF SUSTAINABLE DEVELOPMENT AND THE CURBING OF OVERDEVELOPMENT. PARAGRAPH 4.101 STATES "THE SUPPLY OF LARGE NUMBERS OF NEW HOMES CAN OFTEN BE BEST ACHIEVED THROUGH PLANNING PROVIDED THEY ARE WELL LOCATED....."

THIS PROPOSED ISLEY WOODHOUSE WOULD BE LOCATED DANGEROUSLY CLOSE TO THE BUSIEST CARGO OPERATING AIRPORT (HEAVIER, LOUDER, MORE POLLUTING AND NIGHT TIME OPERATING AIRPORT.) ALSO THE INTERNATIONALLY RECOGNISED MOTOR RACING CIRCUIT ADJACENT IS CERTAINLY NOT WELL LOCATING THESE NEW BUILDS.

PARAGRAPH 4.103 STATES "TO BUILD MORE DEVELOPMENT IN MAJOR STRATEGIC LOCATIONS AND TO REDUCE AMOUNT THAT TAKES PLACE IN EXISTING TOWNS, VILLAGES AND RURAL AREAS....." THIS PROPOSAL COULDN'T BE A MORE RURAL AREA AND WILL DESTROY THE HISTORIC RURAL LANDSCAPE AND HERITAGE.

## ISLEY WOODHOUSE POLICY IW1 CONTINUED

THE BUILDING OF ISLEY WOODHOUSE WILL PROVIDE NO BENEFIT TO EITHER LOCALITY OR THE REGION.

IN REALITY IT'S LANDOWNERS WILLING TO SELL AND DEVELOPERS WILLING TO BUY AND BUILD.

PARAGRAPH 4.111 DESCRIBES INFRASTRUCTURE IMPACTS GENERATED BY ISLEY WOODHOUSE IN REALITY THIS AREA IS ALREADY AT SATURATION POINT - I.E. UNABLE TO SUSTAIN ANY MORE.

STRATEGIES SHOULD PROPERLY ADDRESS ISSUES OF CUMULATIVE DEVELOPMENT, PARTICULARLY IN RELATION TO TRANSPORT, FLOOD, POLLUTION AND ENVIRONMENTAL IMPACTS.

ONCE LOST THE COUNTRYSIDE WILL BE DESTROYED FOR EVER - INCLUDING VALUABLE ARABLE LAND FOR FOOD PRODUCTION, (NEED TO BE MORE INDEPENDANT AS A COUNTRY) WILDLIFE AND NATURE IT SUPPORTS.

PARAGRAPH 4.116 REFERS TO THE ECONOMIC GENERATORS I.E. EAST MIDLANDS AIRPORT + DONINGTON PARK MOTOR RACING CIRCUIT "A SIGNIFICANT AMOUNT OF NOISE" RECOGNITION.

THIS CANNOT BE SHIELDED AS HAS BEEN PROVED. 24/7 LIGHTING POLLUTION TOGETHER WITH AIR POLLUTION WILL ONLY INCREASE AS DEMANDS INCREASE - CERTAINLY NON-SUSTAINABLE AND A RECIPE FOR DISASTER FOR FUTURE GENERATIONS.

PARAGRAPH 6.5. THIS PARAGRAPH EXEMPLIFIES THE PERCEIVED BENEFITS IN EMPLOYMENT AND ECONOMIC TERMS OF 'LEICESTER INTERNATIONAL GATEWAY' AND GOVERNMENT FREEPORT PROJECTS.

1 QUESTION HOW AN ALREADY SATURATED AREA CAN SUCCESSFULLY 'SUPPORT' THESE ILL THOUGHT THROUGH PROPOSALS.

1) THIS LOSS OF AGRICULTURAL LAND PRODUCING 992 TONS OF WHEAT EACH YEAR.

2) THIS LOSS OF 250 ACRES OF GREENFIELD HABITATS.

3) THIS LOSS OF 17.4 KM OF HEDGEROWS DESTROYED.

4) THIS PRESSURE ON SEWERAGE, ELECTRICITY SUPPLY, POLLUTION LEVELS, ENVIRONMENT ISSUES

5) THIS DESTRUCTIVE FLOODING RISK

4

ISLEY WOODHOUSE POLICY IW1 CONTINUED

DUE TO CONCRETING OVER MASSIVE AREAS AND THE EROSION PRODUCED JUST CANNOT BE SUPPORTED.

WHY ARE PLANS NOT UTILIZING BROWNFIELD SITES AS A FIRST OPTION?

SURELY THIS IS A FAR MORE SENSIBLE REALISTIC WAY FORWARD.

I THEREFORE TO NOT SUPPORT YOUR PROPOSED POLICY IW1.

**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 checked="" 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)

THE PROPOSED POLICY OF INDUSTRIAL DEVELOPMENT OF LAND SOUTH OF A453 WHICH BORDERS THE NORTH AND EAST OF DISEWORTH EMP 90

MY OBJECTIONS ARE BASED ON THE FOLLOWING:

- 1) DETRIMENTAL TO OUR HEALTH AND WELLBEING
- 2) NO REFLECTION OF LOCAL CONTEXT. - IT WOULD PRODUCE OVERCROWDING AND CRAMP OUR HERITAGE VILLAGE.
- 3) IT WOULD PRODUCE MORE CAR AND TRAVEL USE.
- 4) WATER MANAGEMENT IE: FLOOD PREVENTION HAS BEEN MISMANAGED FOR YEARS. THE CREATION OF 100 HECTARES OF CONCRETE ON EMP 90, ON A DOWNSLOPE TO DISEWORTH IS A RECIPE FOR DISASTER.

EMP 90 CONTINUED

- 5) THE DISEWORTH NATURAL HERITAGE IS OPEN DESIGNATED COUNTRYSIDE AND FARMLAND.  
EMP 90 WOULD DESTROY THE DISTRICT'S NATURAL AND RURAL HERITAGE.
- 6) HOW CAN 100 HECTARES OF CONCRETE PROTECT AND ENHANCE THE ENVIRONMENT?
- 7) LOCAL PLAN POLICY S3 STATES ACCOUNTING FOR INTRINSIC CHARACTER AND BEAUTY OF THE COUNTRYSIDE. I FAIL TO SEE HOW THIS IS PROPOSAL COMES CLOSE - IT WOULD JUST DESTROY THE AREA.
- 8) THIS WILL GENERATE POLLUTION IN NOISE, LIGHT AND AIR AND WILL NEVER RECOVER THE CARBON FOOTPRINT.
- 9) EMP 90 REGULATIONS DO NOT MATCH THIS PROPOSAL.
- 10) THIS SITE IS DETRIMENTAL TO NEARBY RESIDENTIAL PROPERTIES. DISEWORTH IS ONLY SEPARATED BY 75 METRES.
- 11) LOCAL PLAN LISTS DISEWORTH AS A CONSERVATION VILLAGE WHICH MUST BE RESPECTED AND HONOURED. THERE IS NO PROTECTIVE LEVEL OF SEPARATION HERE.
- 12) THIS PROPOSAL WILL GENERATE CONGESTION, POLLUTION IN ALL CONTEXTS, AIR, TRAFFIC, LIGHTING - TOTALLY DESTROYING THE NATURAL HABITATS.
- 13) WE HAVE ALREADY HAD SIGNIFICANT DEVELOPMENT IN RECENT HISTORY.  
THE RAIL/FREIGHT INTERCHANGE WHICH PRODUCED A HUGE INCREASE IN HGV TRAFFIC.



EMP 90 CONTINUED

ALSO THE DEVELOPMENT OF DHL AND UPS AIR FREIGHT HUBS AT EMA.

WE HAVE INCREASED NOISE LEVELS FROM NIGHT FLIGHTS.

WE HAVE HAD THE A42, THEN MOTO, THEN JUNCTION 23A ON THE M1, AND MORE RECENTLY THE DISASTEROUS MODIFIED J24 OF THE M1.

WE ARE NOW SUFFERING WHOLESALE DESTRUCTION OF OUR HERITAGE - SURELY THIS CUMULATIVE DEVELOPMENT NEEDS ACCEPTANCE OF THE AREA'S SATURATION POINT. - ENOUGH IS ENOUGH.

14) THIS LATEST EMP 90 PROPOSAL CLEARLY HAS NO BENEFIT TO THE LOCAL ENVIRONMENT.

THE DEVELOPERS HAVE NO INTEREST IN THE LOCALITY, OR THE CONSEQUENCES OF THEIR DEVELOPMENT ON EITHER THE LOCAL COMMUNITIES OR ON THE ENVIRONMENT.

THEREFORE I DO NOT SUPPORT YOUR EMP 90 POLICY PROPOSAL.

## 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:

17 3 24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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**



By Appointment to  
Her Majesty Queen Elizabeth II  
Express Parcel Carriers  
DHL International (UK) Limited  
Berkshire



Planning Policy Team  
North West Leicestershire Council  
Council Officers  
Whitwick Road  
Coalville  
LE67 3FJ

By Email  
planning.policy@nwleicestershire.gov.uk

7<sup>th</sup> March 2022

To whom it may concern,

**North West Leicestershire Local Plan Review – Development Strategy and Policy Options (Reg 18) Representations**

On behalf of Deutsche Post DHL (“DHL”), please find enclosed representations in response to North West Leicestershire Council’s (“the Council”) Regulation 18 consultation on the “Local Plan Review Development Strategy and Policy Options” (January 2022).

These representations respond to Consultation Question 5 *“Do you agree with our proposed approach to the distribution of housing growth at this time? If not please explain why, including any specific evidence you think is relevant”*.

Before responding to this question, these representations first set out some background information and the importance of East Midlands Airport (“EMA”). The nationally important role played by the airport would be put at risk by some of the proposed options for housing growth.

Registered Office:  
DHL International (UK) Limited  
Southern Hub, Unit 1, Horton Road  
Colnbrook  
Berkshire SL3 0BB

Registered in England No: 1184988

## Background

DHL is a significant employer in the UK across its various divisions employing over 50,000 people across 450 locations. As a business, DHL plays an essential role in supporting UK Plc and operates across all sectors of the UK economy, from ensuring convenience stores and supermarkets remain stocked to moving time definite shipments such as medical samples. At EMA, DHL has a significant footprint across our Supply Chain and Express divisions.

DHL Express has been at the airport since 1983, having moved to its current location in 2000 with a £35m initial build. The 2018 hub expansion saw a further investment of circa £165 million, with total warehouse space increasing from 40,000m<sup>2</sup> to 70,000m<sup>2</sup>. The site has 16 dedicated aircraft parking stands with over 30 aircraft handled per night, moving over 260k tonnes of cargo per annum (62% of the total airport volume), and supporting UK businesses export around the world. The site also provides jobs to 3,373 employees.

DHL Supply Chain has made some significant investments at East Midlands Gateway to the north of the runway, operating a distribution centre for Caterpillar and developing a facility for Mars. The connectivity of the airport also plays a fundamental role in the business case for the Freeport itself, which is the only identified airport in the UK.

EMA is the UK's largest dedicated air cargo airport and is second only to London Heathrow in terms of total cargo handled. EMA is one of DHL's biggest global air freight centres in its global network, with the airports 24-hour operation policy a key reason for this.

The 24-hour operation at the airport is critically important and enables EMA to be a key strategic asset in the UK's global supply chain; connecting UK with Europe and nearly 200 non-EU countries. In addition to being host to DHL, the airport is also home to freight operations for Amazon, FedEx, Royal Mail and UPS (amongst others).

The uniqueness of EMA also lies in the fact that EMA has been recently confirmed as one of the 8 UK Freeports, and is the only identified freeport airport in the UK. Freeports are a government initiative to attract and boost economic investment and job creation and their deployment forms an important part of the government's levelling up agenda. The Freeport includes EMA and EMG, a further new strategic rail freight interchange (East Midlands Intermodal Park) and Ratcliffe-on-Soar Power Station. In the government's information and guidance on Freeports (October 2021)<sup>1</sup>, the government states:

*“Freeports will play a crucial part in our post-COVID-19 recovery, helping to build back better, driving clean growth and contribute to realising the levelling up agenda”*

The guidance states that Freeports have three main objectives: national hubs for global trade and investment; create hotbeds for innovation; and promote regeneration.

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<sup>1</sup> <https://www.gov.uk/guidance/freeports>

The continued success of EMA, and the surrounding area, is important to the UK economy and the acknowledgement of this both in Government and North West Leicestershire Council policy documents has been important to DHL's investment decisions.

### ***EMA night flight restrictions***

Planning permission was granted by the Council in February 2011 for a 190m extension to the main runway at EMA (Ref: 00/00867/FUL) and the permission was implemented in February 2016. Condition 5 of the permission established a night noise envelope for EMA and requires that the area enclosed by the 55dB LAeq (8-hour) night noise contour shall not exceed 16km. Condition 5 of this permission also requires EMA to submit forecast aircraft movements and consequential noise contours on 31 January each year for the following year. The airport complies with its obligations.

### **Importance and nature of operations from EMA**

#### ***Government support for EMA***

The Government published the Aviation Policy Framework in March 2013. One of the principal objectives of the Framework is to ensure that air links continue to make the UK one of the best connected countries in the world, enabling the UK to compete successfully for economic growth opportunities.

The Framework notes that airports act as focal points for business development and employment by providing rapid delivery of products by air and convenient access to international markets. The Framework specifically recognises the importance of EMA, and identifies EMA acts as a hub for freight, noting three of the four global express air freight providers (including DHL) maintain major operations at the airport.

The Government is developing a long term Aviation Strategy to 2050 and beyond. As part of this emerging strategy, the Government has consulted on a number of documents, including "Aviation 2050 – The Future of UK Aviation" that was published for consultation in December 2018.

Paragraph 4.45 states:

*"Air freight is a major part of aviation. It connects UK exporters to new markets across the world, and benefits consumers who increasingly have access to a range of globally sourced goods which can be delivered within days of ordering"*

Paragraph 4.48 goes on to specifically recognise the importance of the 24 hour operation at EMA, and particularly night flights. It states:

*"The government recognises the importance of night flights to the air freight industry particularly for the express freight market which allows UK consumers to receive products from around the world in ever shorter timescales. For example, around 50% of freight at East Midlands Airport arrives before 7.00am." (emphasis added)*

The Strategy confirms at paragraph 4.49 that it supports the continued growth of the air freight sector at existing airports:

*“The government supports continued growth of the air freight sector particularly making best use of existing capacity at airports, to continue to facilitate global trade for UK businesses and consumers.”<sup>2</sup>*

Overall, it is clear that the Government considers air freight to be a particularly important part of the UK economy and recognises the importance of night flights at EMA and encourages their continued growth.

### ***Council support for EMA***

The Council also recognises the importance of EMA. The evidence base document “The Housing and Economic Development Needs Assessment (January 2017)” states that North West Leicestershire has seen the strongest employment growth relevant to its size in Leicester and Leicestershire. The document recognises that this is partly as a result of EMA. It states at paragraph 3.39:

*“Transportation and storage employment is influenced by East Midlands Airport which is the second largest cargo airport in the UK. DHL, UPS and TNT all have major distribution facilities around the airport. It is also a reflection of the strength of the logistics/distribution sector”*

A further evidence base document that has been prepared for the Local Plan Review is “The Need for Employment Land Report” (November 2020). That document also recognises the importance of EMA, paragraph 5.17 states that North West Leicestershire:

*“... also contains East Midlands Airport, which is the second largest freight handling airport in the UK after Heathrow and has attracted a thriving transport industry and international logistics operators”*

Paragraph 5.81 confirms that:

*“The offices at EMA are attractive to larger occupiers because of the excellent transport links and comparatively low rents. The area also contains several large aviation-related companies, who seek to be close to the airport.”*

As part of the Local Plan Review, the Council commissioned Arup to produce a study assessing the infrastructure impacts of a number of potential future strategic development sites. That study, known as the “Leicestershire International Gateway: Potential Strategic Sites Infrastructure Study

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<sup>2</sup> The government has also published a document titled “Making best use of existing runway” (June 2018). Paragraph 1.25 states that the “government believes there is a case for airports making best of their existing runways across the whole of the UK”. Paragraph 1.29 states “...the government is supportive of airports beyond Heathrow making best use of their existing runways”.

Final Report” (June, 2020) helpfully recognises that nature of operations at EMA inevitably has noise consequences:

*“The nature of the Airport’s operations as the UK’s second largest air freight hub result in particular noise characteristics. The Airport is a hub for UPS, DHL, TNT FedEx and Royal Mail – it is therefore busier (and noisier) at night; classed as 20:00 to 06:00.”*

DHL welcomes the recognition of the importance of EMA at a local, regional, national and international scale, including acknowledgement that the successful operation of EMA is critically dependent on night flights and that this brings particular characteristics. Those characteristics need to be recognised and respected and fully taken into account in plan making – which must also recognise the national importance of enabling the airport operations to continue to grow.

As part of the Local Plan Review “Development Strategy and Policy Options”, however, DHL is aware that the Council is now considering a number of spatial distribution options to accommodate new housing growth in the District.

**Consultation Question 5 - Do you agree with our proposed approach to the distribution of housing growth at this time? If not please explain why, including any specific evidence you think is relevant**

In planning for new housing development, the Council has considered four growth scenarios (Low, Medium, High 1 and High 2), and 16 detailed housing distribution options. Of these options, the Council proposes to consider the following in more detail:

- High 1 scenario (512 dwellings per annum) Option 3a – growth directed to Principal Town, Key Service Centres and Local Service Centres; and
- High 2 scenario (730 dwellings per annum) Option 7b – growth directed to Principal Town, New Settlement, Key Service Centres, Local Service Centres and Sustainable Villages.

Option 7b includes the possibility of a new settlement. In considering the potential location of a new settlement, the Council’s Strategic Housing and Economic Land Availability Assessment 2021 (SHELAA) includes Site IW1 which adjoins the southern boundary of EMA. This site has been promoted by landowners with an estimated capacity of 4,740 dwellings. DHL notes that this site was promoted as two separate sites in the previous 2019 SHELAA, but is now being promoted as a single site.

The 2021 SHELAA also includes a number of other smaller sites that have been promoted for development within Kegworth, which lies immediately to the east of EMA and is classed as a ‘Local Services Centre’, and at Castle Donington which lies immediately to the north of EMA and is classed as a ‘Key Services Centre’.

The sites in Kegworth that have been promoted include Site K2, which is within 1000 metres of EMA with an estimated capacity of 59 dwellings, Site K12 with an estimated capacity of 110

dwelling and Site K5 with an estimated capacity of 79 dwellings. The sites in Castle Donington that have been promoted include Site CD10 with a capacity of up to 1,425 dwellings and Site CD12 with an estimated capacity of 39 dwellings. Site CD11 has also been promoted with an estimated capacity of 233 dwellings and adjoins the northern boundary of EMA.

DHL notes that these sites have been promoted by landowners as part of the SHELAA and acknowledges that this consultation relates to the spatial distribution of growth, rather than consultation on specific proposed site allocations.

Whilst DHL welcomes and supports proposed growth in North West Leicestershire, that support depends on the spatial distribution of growth that is chosen. Growth in the wrong locations could result in additional residential homes being built close to EMA at Kegworth and Castle Donington and/or a new settlement immediately to the south of EMA.

Any potential allocations must recognise that EMA is a 24 hour operation airport that is home to the UK's largest dedicated air cargo operation. EMA is a key and unique strategic asset in the UK's global supply chain. Around 50% of freight at EMA arrives before 7.00am, consequently, EMA is busier at night. The Government has made it clear that it supports the continued expansion of freight at existing airports, including EMA.

Paragraph 187 of the NPPF is helpful in this respect. It states:

*“Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities ..... Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.”*

Paragraph 187 provides:

*“Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.”*

Paragraph 009 (Reference ID: 30-009-20190722) of Planning Policy Guidance (PPG) expands on the policy within the NPPF and states that where development is proposed in the vicinity of existing businesses, then:

*“In these circumstances the applicant (or ‘agent of change’) will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made.”*



Existing business operations of the airport must, therefore, be taken into account and protected when the Council is planning the location of new development in the vicinity of EMA. Any housing options that could hamper the operation of EMA would be directly inconsistent with important and up to date government policy on Freeports.

Any new development will be required to provide suitable mitigation before the development has been completed to ensure that all permitted activities are able to occur. The best means of achieving this, however, would be to plan development in locations where the operation and expansion of the airport would not be affected.

The evidence base published so far in relation to the emerging local plan does not demonstrate that this clear planning duty has been discharged.

As required by “The Airports (Noise-related Operating Restrictions) (England and Wales) Regulations 2018”, the Council is EMA’s “competent authority”. Therefore, the Council is required to consider the “Balanced Approach” when establishing noise-related operating restrictions at the airport. The “Balanced Approach” is promoted by the International Civil Aviation Organisation (ICAO) and comprises four principle elements: land-use planning and management, reduction of noise at source, noise abatement operating procedure and operating restrictions. On land-use planning and management, the ICAO state that:

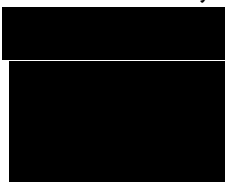
*“Compatible land-use planning and management is also a vital instrument in ensuring that the gains achieved by the reduced noise of the latest generation of aircraft are not offset by further residential development around airports”*

DHL encourage the Council to take a holistic view when considering further housing developments considering the proximity to the airport and the prevalence of night flights given EMA’s role as a national freight hub.

DHL remains supportive of growth in the East Midlands, and would be delighted to work with the Council going forward to ensure the housing can be delivered to meet the Council’s needs and aspirations without impeding on the future success of the nationally important EMA and the wider East Midlands Freeport area.

Should you require any further information on the above, please do not hesitate to contact me.

Yours sincerely,



James Stephens  
VP Corporate Affairs UK & Ireland

**DHL – Excellence. Simply delivered.**

enc. Completed Consultation Response Form  
cc. Alex MacGregor (Quod)  
Kevin Sey, Vice President Corporate Real Estate, DHL  
Mark Evans, Vice President, Hubs & Gateways UK



## 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](http://www.nwleics.gov.uk/localplanmysay). You can also participate in the consultation online.

Please complete both Part A and Part B.

### PART A – Personal Details

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

	Personal Details	Agent's Details (if applicable)
Title	Miss	
First Name	Fionnuala	
Last Name	Horrocks-Burns	
Job Title (where relevant)	Public Affairs Manager	
Organisation (where relevant)	DHL	
House/Property Number or Name	DHL International (UK) Limited	
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.

New Settlement (Isley Woodhouse)

4.101 – 4.116

DHL is part of DHL Group and is the leading global brand in the logistics industry. Our DHL divisions offer an unrivalled portfolio of logistics services ranging from national and international parcel delivery, e-commerce shipping and fulfilment solutions, international express, road, air and ocean transport to industrial supply chain management. As a group we employ approximately 600,000 people in more than 220 countries and territories worldwide, DHL connects people and businesses securely and reliably, enabling global sustainable trade flows. With specialized solutions for growth markets and industries including technology, life sciences and healthcare, engineering, manufacturing & energy, auto-mobility and retail, DHL is decisively positioned as “The logistics company for the world.”

In the UK DHL operates nationwide with more than 50,000 people employed across our 450 sites. At East Midlands Airport (EMA) and East Midlands Gateway DHL has a significant footprint across our Supply Chain and our Express divisions. In respect of this consultation, our DHL Express operations at EMA are most relevant. DHL Express has been at the airport since 1983, having moved to its current location in 2000 with a £35m initial build. The 2018 hub expansion saw a further investment of circa £165 million, with total warehouse space increasing from 40,000m<sup>2</sup> to 70,000m<sup>2</sup>. The site has 16 dedicated aircraft parking stands with over 30 aircraft handled per night, moving around 180,000 pieces per night. By tonnage, DHL Express accounts for around two thirds of the total cargo at the airport per year, supporting UK businesses to export around the world. The site provides jobs to over 3,000 employees.

East Midlands Airport is a nationally strategic airport for cargo services. It is the UK’s largest dedicated air cargo airport and is second only to London Heathrow in terms of total cargo handled. EMA is one of DHL’s largest air freight hubs within the global network, with the airports 24-hour operation and proximity to the road network key enabler for the express industry. The 24-hour

operation at the airport is critically important and enables EMA to be a key strategic asset in the UK's global supply chain; connecting UK with Europe and nearly 200 non-EU countries. In addition to being host to DHL, the airport is also home to freight operations for Amazon, FedEx, Royal Mail and UPS (amongst others).

While DHL recognise the need for the development of new settlements within North West Leicestershire, we are extremely concerned about the proposal for a new settlement at Isley Woodhouse (IW1). As set out in our submission in 2022 as part of the North West Leicestershire Local Plan Review (attached as an annex), DHL encourage the Council to take a holistic view when considering further housing developments in the proximity of the airport and the prevalence of night flights given EMA's role as a national freight hub and strategic national asset. DHL believe that the proposed development at Isley Woodhouse neighbouring EMA is wholly unsuitable for this type and scale of residential development. The proximity to the airport, which operates 24 hr a day would result in significant disturbance from aircraft activity both in the day and particularly at night and would therefore be contrary to national aviation policy 'to reduce the number of people significantly affected by aircraft noise, particularly at night' and the EMA Noise Action Plan to reduce the local population affected by night noise.

The Government's 2013 Aviation Policy Framework sets out the Government's objectives and principles to guide plans and decisions at the local and regional level. One of the principal objectives of the Framework is to ensure that air links continue to make the UK one of the best-connected countries in the world, enabling the UK to compete successfully for economic growth opportunities. The Framework notes that airports act as focal points for business development and employment by providing rapid delivery of products by air and convenient access to international markets. The Framework specifically recognises the importance of EMA, and identifies EMA acting as a hub for freight, noting three of the four global express air freight providers (including DHL) maintain major operations at the airport.

The more recent Flightpath to the Future (May, 2022) focuses on four themes: enhancing global impact for sustainable recovery; embracing innovation for a sustainable future; realising the benefits for the UK; and delivering for users. The framework clearly supports growth in airport capacity where it is justified, and it seeks to ensure that airport capacity is used in a way that delivers for the UK. The framework is clear that airports play a critical role in boosting both global and domestic connectivity and levelling up in the UK.

Given the recognition of EMA as a freight hub and the role the airport plays in facilitating global trade, DHL would encourage the Council to rethink their plans for a new settlement so close to the airport boundary. DHL along with others in the express industry fly at night out of operational necessity, not choice. This enables us to pick up from businesses as late as possible in the working day and deliver goods as close as possible to the start of the working day, maximising productivity. Around 50% of the freight at EMA arrives before 07:00 making noise disturbance an inevitability at such a location. Whilst we take all measures to reduce noise, both through fleet upgrades and operational procedures, the 24-hour nature of the airport's operations will lead to noise disturbance. We are strongly of the view that a detailed noise assessment must be carried out in

collaboration with the airport as soon as possible and at several points across the proposed development – covering the peak periods of operations at the airport for both passengers and freight – as to do such an assessment as part of an application would be too late.

DHL also has concerns about congestion on the A453. The road serves as an access road for freight as well as for colleagues working in our operation. During our peak operational times the road can become very busy with a combination of HGVs, vans and cars. This is indeed referenced as an issue in the authorities proposals (4.111) stating that the cumulative traffic from the new development and existing operations “...would have a significant impact upon the local and strategic road network.” We know from recent experience that large scale events at Donington Park add considerable congestion to this vital route, which again raises questions about the suitability of this location for such a large proposed settlement.

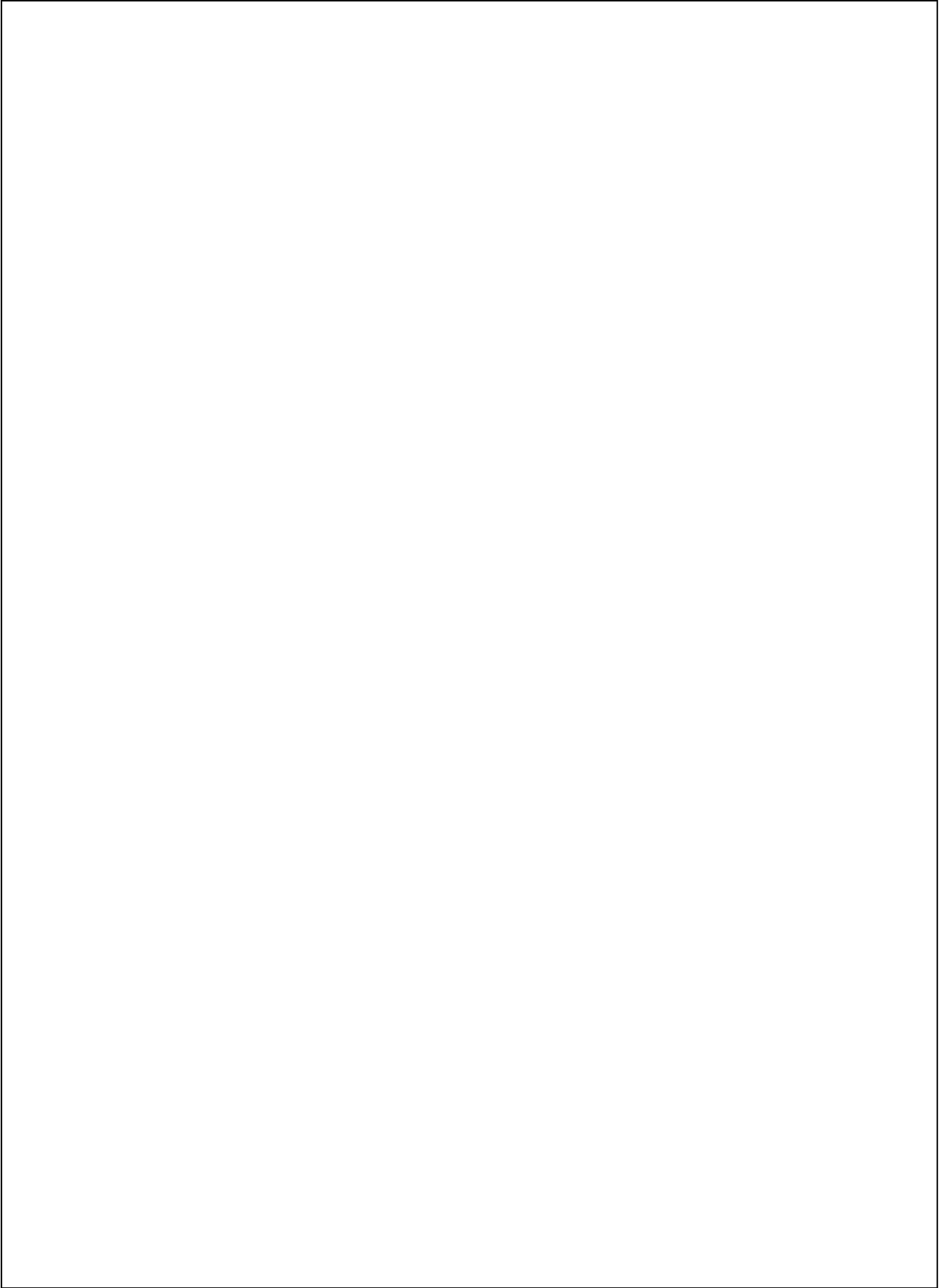
The National Planning Policy Framework (NPPF) provides guidance regarding developments in the vicinity of existing businesses. It states:

*“in these circumstances the applicant (or ‘agent of change’) will need to clearly identify the effects of existing businesses that may cause a nuisance (including noise, but also dust, odours, vibration and other sources of pollution) and the likelihood that they could have a significant adverse effect on new residents/users. In doing so, the agent of change will need to take into account not only the current activities that may cause a nuisance, but also those activities that businesses or other facilities are permitted to carry out, even if they are not occurring at the time of the application being made.”*

Existing business operations of the airport must, therefore, be taken into account and protected when the Council is planning the location of new development in the vicinity of EMA. Any new development will be required to provide suitable mitigation before the development has been completed to ensure that all permitted activities are able to occur. The best means of achieving this, however, would be to plan development in locations where the operation of the airport would not be affected.

What has not been considered is the future growth at the airport and its potential further impact on any new development near the airport. According to the airport operator, EMA has the capability and the capacity to grow to handle up to 10 million passengers a year and around 1 million tonnes of cargo over the period to 2040. This is a substantial increase, and any noise assessments need to factor in this growth projection. The proposed mitigations outlined in the proposals (4.116) are simply not adequate for the current operations let alone factoring in growth at the airport, we would therefore strongly suggest a rethink of these proposals.

Please also refer to our submission to the Local Plan Review in 2022 attached separately.



## 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: F. Horrocks-Burns

Date: 16-03-2024

### **DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT**

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**Please send completed forms to [planning.policy@nwleicestershire.gov.uk](mailto: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: Broom Leys Farm (C46) and general comment on Coalville.  
**Date:** 17 March 2024 15:29:59

---

Hi,

I wanted to register my disgust with the proposed C46 housing.

The idea of having yet more cars slowing down Broomleys road seems very odd when there is so much land elsewhere in NWL. Coalville seems to be the easy answer to these difficult questions time and again! There needs to be at least 3 entrances to C46 otherwise it will necessitate traffic lights to get in and out at rush hour.

You also granted permission for a nursery near the school which will make traffic blockages even worse in the area and then if you combine all the other planned builds which put pressure on the road system Coalville cannot cope.

When you then provide so many documents on such projects it is virtually impossible for a normal working person to know what is really going on because people either don't have the time or cannot understand them. How can planning permission be granted without true firm plans?

After the debacle of Marlborough Square, which somehow has cost over £1m, I really have no faith in how you spend money!

Regards  
Peter Kimber

[REDACTED]



16th March 2024

Planning Department  
North West Leicestershire District Council  
Belvoir Road  
Coalville  
Leicestershire  
LE67 3PD

Dear Sirs,

**Response to Consultation Document: Land North of J11 A/M42 (EMP82) - Potential for Large-Scale Logistics/Distribution Warehouses**

I am writing to express my 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.

Following the development of land on the opposite side of the A444 at this location for Jaguar/Land Rover there have been a number of issues which have developed affecting the residents and land owners in the area, particularly in Netherseal and other surrounding villages. The various Agencies (Highways & Environment etc.) apparently carried out surveys into the impact of the JLR development and reported that it would be minimal, these appear to be incorrect.

One of the main concerns is the amount of traffic now using the A444, at all times of the day, even though the existing units are not yet fully occupied. Traffic already frequently queues back from the J11 traffic island to Acresford, a distance of nearly two miles, at these times it can take over 15 minutes to reach the current island. Traffic queues of this length and time will have an impact on air quality in the area, as well as being frustrating to travellers.

We are aware that traffic has increased through local villages, including our own, as drivers are seeking alternative routes to avoid J11 due to the delays.

The only way to access to the proposed site is from the A444 as, on its other side is the A42. Therefore, either another traffic island will need to be installed to facilitate access and exit or at minimum a set of traffic lights or more probably a combination of both, therefore causing further congestion.

Whilst I am aware that building industrial sites local to the motorway network is preferred, as in theory this reduces traffic on relatively smaller roads, unfortunately, this is generally not the case as those that work on such sites usually travel on the local roads, and suppliers also use the local roads again causing congestion. e.g., pallet supply to JLR from Swadlincote, this is also causing disruption and noise throughout the night to residents in Overseal. Any expansion in the area will exacerbate the issue.

Furthermore, I 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 decarbonisation targets and sustainable growth objectives.

I am also aware that since the area that JLR occupies has been developed, local land owners are suffering increased flooding from the Mease and other local water courses, due to increased run off. Whilst I understand that storm water retention ponds were installed on this site all these do is reduce the immediate discharge of water from an area, the overall discharge from an area will be the same just over a longer period which does not help when flooding already occurs in these areas. By building on any ground the natural drainage into the ground is reduced, and such large areas have a significant effect on this. Although the proposed area will not give water discharge in the same area as JLR, it will still discharge into the Mease at an earlier point raising the probability of increased flooding in that area and further along.

I would also raise the points that allowing development of this kind on good agricultural land reduces the areas available for food production, a facility that our nation is reducing at an alarming rate, just as the de-industrialisation of our nation makes us reliant on others for our supplies.

It also seems that 'planners/the Government' do not require the use of roofs of industrial buildings for solar (photo-voltaic) panels, but appear to prefer to allow agricultural land to be used for the installation of solar farms. I would request that it should be made policy that any industrial buildings, and on this site in particular, are required to be designed to accommodate and fitted with photo-voltaic panels as part of any approved planning permission.

In summary, I firmly oppose any further development at EMP82/J11 M42 and urge North West Leicestershire District Council to consider alternative solutions that prioritise environmental sustainability and community well-being.

Yours faithfully

Julia Nicklin





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

Signed: 

Date: 17/03/24

### Part B – Representations

#### **Policy H3 Housing Provision – New Allocations – C50 Jack’s Ices, North of Standard Hill, Coalville**

The proposed allocation of Jack’s Ices, North of Standard Hill, Coalville is supported by EMH. Our client has a live planning application with the Council for development of the site (planning reference: 23/00173/FULM), demonstrating the deliverability of this proposed allocation.

The site is proposed for 108 homes, however the topography of the site limits the capacity. Our client’s latest proposed layout is attached and demonstrates that the site is capable of delivering 100 units. The draft policy should be updated to reflect the latest understanding of the site’s potential yield.

EMH is seeking permission for an entirely affordable housing scheme, this will deliver much needed affordable rent and shared ownership properties. The application includes the demolition of existing buildings with permission also sought for access from Standard Hill, foul pumping station and associated landscaping and infrastructure.

There are no significant unresolved issues in relation to the planning application and it is due to be considered by Plans Committee in April.

The proposed policy wording needs to be revisited to reflect the intention to deliver 100% affordable housing.

There is a more general need for the emerging Local Plan policies to recognise the need for flexibility in policy requirements on sites which deliver 100% affordable housing due to the more marginal viability of these sites. This should be considered as part of the viability assessment typologies.

As currently drafted, the draft policy for C50 Jack’s Ices includes unnecessary duplication of other parts of the Draft Plan. The policy should be focused on the site specific issues, which for this site is the provision of a safe and suitable access from Standard Hill or via the residential development taking place to the north and west of the site, provision of active travel cycle and pedestrian routes through the site to join with the adjoining development to the north and west and the retention of the woodland in the south-west corner of the site.

The latest layout of the site, submitted to the Council on 14<sup>th</sup> March and attached, shows access from Standard Hill, a pedestrian connection to link through to adjacent residential development



and the retention of the woodland in the south west corner. The site is a logical allocation in the Coalville Urban Area and EMH Development Company's involvement in the site and the well progressed planning application confirms the deliverability of the site.

Our client would be happy to sign a Statement of Common Ground with the Council confirming the necessary lead in times and trajectory of the site to assist at Examination.

Yours Sincerely,

[Redacted signature]

Clare Clarke  
Planning Director

[Redacted contact information]

Enc.

# Site Layout | As Proposed

Scale: 1:500



## Schedule of Accommodation

Housetype	No. of Units	Car Parking
1B2P Maisonette	18no.	2no. spaces per dwelling
2B3P Bungalow	4no.	2no. spaces per dwelling
2B4P House	36no.	2no. spaces per dwelling
3B5P House	40no.	2no. spaces per dwelling
4B6P House	2no.	3no. spaces per dwelling
<b>Total</b>	<b>100no.</b>	

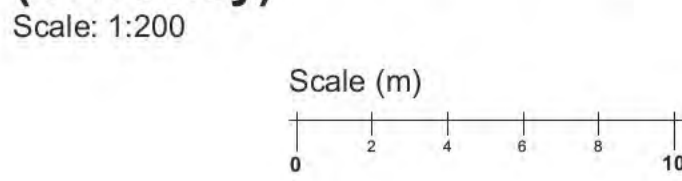
**Disclaimer:** brp architects Ltd. accept no responsibility for work not undertaken fully in accordance with the contents of this drawing and related specifications. This document and its design content is copyright protected ©. It shall be read in conjunction with all other associated project information including models, specifications, schedules and related consultants documents. Do not scale from documents for construction purposes. Dimensions to take precedence over scaling. All scales noted correct at original paper size. All discrepancies, errors or omissions on this document to the originator. If in doubt ask. Source File: E104-6-26 Planning Site Model 240108.ppt

Rev	Date	Drawn	Note
P02	11/1/23	BM	Plots 093-104 amended following SE comments. Roof hatches added. Plots 007-010 amended to different Bungalow types. Plots 003-103 altered to suit change of mix. Retaining walls amended to line with latest Engineer's drawings. Schedule of Accommodation amended.
P03	20/1/23	BM	Drawing Status amended. C2 bay windows added. Chimneys added.
P04	22/2/23	BM	Amended in response to council consultation and public comments.
P05	27/10/23	BM	Handling of Plots 009 & 010 updated to suit house type and side access path added
P06	9/11/23	KRJ	Fence lines updated to line through with plot edge where possible. Road widths narrowed to 4.8m from 7m junction. Excluding bends which to remain widened. Externally facing houses pushed outwards 700mm to suit new road layout. Parking and landscaping amended to plots 1-10, 31-34, 73-76, 93-100
P07	25/1/24	KRJ JSJ	Bin collection points amended. Driveway car parking inset detail added.
P08	8/3/24	JSJ	

## Key

- Application site boundary
- Primary Site Access
- Proposed Housing (refer to Schedule of Accommodation for specific colour coding to denote unit types / sizes)
- Existing Surrounding Buildings
- Private Rear Garden Area
- Public Open / Green Space
- Principal Highway / Road
- Raised Tables
- Private Drive
- Car Parking Spaces
- Grasscrete Car Parking Spaces
- Pedestrian Footpaths
- Existing Tree Planting (approximate locations)
- Existing Hedgerow
- Proposed Tree Planting (for illustrative purposes only - subject to detailed design / planting scheme by Landscape Architect)
- Proposed Hedge / Shrub Planting (for illustrative purposes only - subject to detailed design / planting scheme by Landscape Architect)
- Existing sewer (plus associated 10m easement)
- SUDS Pond
- Retaining walls
- Visibility Splays (Junctions)
- 25m Forward Visibility Splays
- Site contour levels
- Housetypes - Primary Point of Access
- Informal pedestrian link

## Car Parking Setting Out (Driveway)



Client: EMH Homes

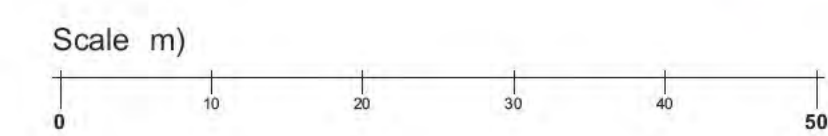
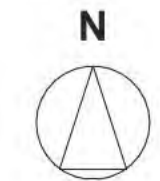
Project Title: Proposed Residential Development Standard Hill, Hugglescote, Coalville

Drawing Title: Site Layout

Drawing Status: Planning

Scale: 1:500, 1:200  
 Original Paper Size: A1  
 Drawn By: CMW  
 Checked By (File copy only):  
 Date: 21.12.2022

Drawing Reference: E104-BRP-00-00-DR-A-0102-P08





## 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](http://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	John	
Last Name	Fleming	
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
	X	Proposed Limits to Development Review

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

Use this box to set out your response.

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

I vehemently oppose both the proposals stated in the Proposed Housing and Employment Allocations For Consultation document for any area that is currently inside the existing limits to development, in particular South of Church Lane, New Swannington (C48) and Broad Location, Land West of Whitwick (C47/C77/C78/C81/C86), and changing the boundaries to the limits of development as suggested in the Proposed Limits To Development For Consultation documents for the aforementioned areas in New Swannington and West of Whitwick.

A planning application (16/01407/OUTM) for residential development was refused in 2017, primarily because the site was in the countryside. This area provides valuable green space for residents as does the land West of Whitwick (C47/C77/C78/C81/C86).

Our local countryside green spaces are invaluable. The proposal to build houses in these areas threatens to irrevocably alter the landscape, endangering our local ecosystems, and diminishing the biodiversity that thrives within them. Such development would rob our community of its semi-rural identity and the benefits of access to local countryside.

The proposed development in local countryside green spaces threatens to blur the boundaries between the local villages resulting in urban sprawl. Local residents have previously rallied to ensure that our green belt land has been protected and to be faced with the same battles once more shows a complete lack of consideration for the wishes and needs of the local community and a disregard for the intrinsic value of our green spaces upon our health and wellbeing.

The construction of houses in our local countryside green spaces would have a huge impact on the environment. The local infrastructure is already struggling with the increase in traffic, congestion, poor air quality, and flooding due to over-development and poor planning. To introduce the number of houses suggested would only exacerbate these problems. Whilst assurances are often put in place that sustainable strategies are used to reduce the effects, nothing is more sustainable than redeveloping brownfield sites and protecting our green spaces from development.

If we alter the boundaries for development, we leave ourselves open to the risk of them being removed completely over the years until all of our countryside has been developed into one large housing estate.

**Declaration**

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

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

Signed: 

Date: 17<sup>th</sup> March 2024

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	Personal Details	Agent's Details (if applicable)
Title	Ms	
First Name	Rhiannon	
Last Name	Fleming	
Job Title (where relevant)		
Organisation (where relevant)		
House/Property Number or Name	█	
Street	██████████	
Town/Village	██████	
Postcode	██████	
Telephone	-	
Email address	████████████████████	

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As noted in the document, a planning application (16/01407/OUTM) for residential development was refused in 2017, primarily because the site was in the countryside. This area provides valuable green space for residents as does the land West of Whitwick (C47/C77/C78/C81/C86).

The local countryside green spaces are essential for maintaining the natural beauty of our area and preserving biodiversity. Whilst these sites are primarily in agricultural use there is thriving biodiversity in these areas. Building houses in these areas would disrupt ecosystems, endanger wildlife habitats, and diminish the scenic value that makes our area unique. The rural aspect of our local villages is often described as the main draw and benefit of living in this area.

Many residents, including myself, value the tranquillity and serenity of our countryside green spaces and oppose any development that would disrupt this environment. Building houses in these areas would undermine previous work in protecting our green spaces and would show an utter disregard for the opinions, values, and efforts of local residents who have sought to preserve our remaining countryside. If the local council maintains that their policy 'protects and seeks to improve the things that are important to people' then due consideration must be shown to previous campaigns to ensure that our greenbelt land is not developed, and our villages retain access to vital green spaces.

These green spaces provide valuable opportunities for outdoor recreation, such as hiking, dog walking, and birdwatching. Building houses in these areas would limit our access to nature, depriving residents of the physical and mental health benefits associated with outdoor activities. Whilst the policies being developed in the Local Plan seek to address Health and Wellbeing, to allocate this green space for housing would counteract this entirely by removing our access to open spaces.

The number of houses planned for these areas is not proportionate; we have already seen the new housing estates that are constantly appearing across the county with high density, overcrowded housing offering little in the way of quality of life for its residents. Adding more houses to green spaces would increase the risk of flooding and increase

traffic congestion on local roads and strain existing infrastructure, including schools, healthcare facilities, and utilities. No matter how sustainably we build houses, each house is likely to have at least one, if not multiple vehicles that will be added to the area. There would undoubtedly be an increase in air and noise pollution and a reduction in air quality. This would not only harm the local environment but also contribute to climate change, exacerbating global environmental challenges.

As noted in the documents, the limits of development are there to 'distinguish between settlements and the 'countryside' ... and define the locations where development ... should be restricted to the circumstances specified in the Countryside policy in the Local Plan'. If we extend the boundaries now, we set a precedent that allows the boundaries to keep being pushed, each time reducing the green space in between developments until we have nothing left.

The villages in our area each have their own unique charm, history, and sense of identity. Building houses in local countryside green spaces would inevitably lead to the merging of these villages as urban sprawl creeps into once distinct communities. This loss of individual identity is deeply concerning to local residents who cherish the character and heritage of their villages. The merging of villages could erode the sense of belonging and community pride through the loss of local identity that residents have valued and sought to sustain over the years. Maintaining the integrity of our villages is essential for preserving the cultural fabric of our region and safeguarding the heritage that defines us.

Instead of encroaching on green spaces, efforts should focus on brownfield redevelopment, urban infill, and sustainable housing initiatives. By repurposing existing urban areas and promoting smart growth policies, we can meet housing needs without sacrificing precious green spaces.

Once green spaces are developed, they are lost forever. It is essential to consider the long-term consequences of sacrificing these irreplaceable natural assets for speculative housing needs. Building houses in local countryside green spaces is shortsighted and detrimental to the environment, community well-being, and future generations. We must prioritise the preservation of these valuable natural resources for the benefit of all. Failure to do so and renege on decisions to protect this green space, would at best show a complete disregard for the local community, and at worse reinforce local opinion that if the price is right, our countryside is for sale.

## Declaration

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Signed: 

Date: 17<sup>th</sup> March 2024

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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](http://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	Ms	
First Name	Jacqui	
Last Name	Donaghy	
Job Title (where relevant)	Retired	
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
	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)

IW1

I find it hard to understand how a new town fulfilling the whole housing allocation for Leicestershire is situated in this location. A location without proper road infrastructure, close to an Airport, Donington Park and motorways, with all the resultant pollutions that already exist. Your answer appears to be to build warehouses to mitigate some of the noise and problems, really? If you are aware this is going to be an issue, then it begs the question, Is this development in the right place? In 2 (a) you talk about health and well-being of residents; however, this assumes you mean new residents and workers, what about existing ones? What of me and my family's health and well-being.

2 (e) sustainable travel – how can this be achieved when the new town will exit onto a busy A453, which is in all likelihood going to be wider and more polluted?

2 (G) How on earth can all residents' needs be met in the village? If this is truly what you aim for, then regenerate existing towns and villages. It's all just rhetoric without any support or evidence this is what people want. What of social needs like golf, gym, cinema and so much more?

3(C) How on earth can you compensate for so much green space that will be lost?

3 (D) Here is where it gets really silly – achieving BNG as a minimum, this is purely a device to make people feel it's been considered, you've ensured what's been lost is balanced. Sorry, it's just all greenwashing and how will you achieve 110%?

3(E) The heritage of Diseworth, Isley Walton and Long Whatton is also crucial, with the Church in Diseworth having a wealth of heritage and history, along with various houses.

4.110 - There is currently evidence available to show that schools are not required in this area. The new school in Castle Donington is far from full and Diseworth Primary has circa 60 pupils. How can the DOE fund the running of new schools with few pupils? You're simply creating problems for other agencies. Who will ensure there are enough Doctors and healthcare staff to man a new surgery? Again, another problem for the NHS.

4.111 - You make mention of transport modelling and acknowledge the impact on local roads, yes in 2 (E) you state you will be looking to ensure there is sustainable travel. How can you do this? How on earth can you expect that

building a new town will meet this requirement you have set? You're creating a monster and constantly change your own goalposts.

4.113 - Where are your statistics to back up claims of new jobs? From the Freeport? They have yet to deliver on any of their bold claims on creating new jobs. Freeports are constantly criticised for their manipulation of truths and a haven for moving businesses from one location to a Freeport. So, in essence no new jobs.

In essence I do not want this new town. I would also comment on the cumulative effects of all the proposed developments due to swallow Diseworth and make this village totally undesirable, unhealthy and at risk of flooding.

Proposed Policies for consultation

Policy AP2 page 29

5.8 Look at how this fly in the face of your comments in IW1 – building a new town close to existing pollution sources. You state noise, odour and light and acknowledge you have to overcome these issues for future and existing residents.

Building a new town is lacking any foresight and is coincidental I'm sure with Segro, EMA and the solar farm all 'on the table' at the same time.

Draft Policy AP2

(2)

Another platitude stating development which is sensitive to noise or unpleasant odour emissions will not be permitted should it adversely affect future occupants, perhaps add in existing too. Again, though, somewhat ironic given you want to build 4,500 houses in an area subject to these things!

So, I reiterate no thanks to your new town.

EMP 90

Where to start?

Flooding, pollution, loss of wildlife, nature losses, trees and hedges chopped down. The list is endless. Yet by virtue of the fact this land is owned by EMA and hijacked by Freeport status, suddenly makes it ripe for development. Greedy developers, landowners and a council that is being blackmailed by government, sounds like a great film, eh? No, this is our reality. I ask you to resist this land being included, stand up for what is right, ask questions about democracy, planning and freedom of information.

6.10

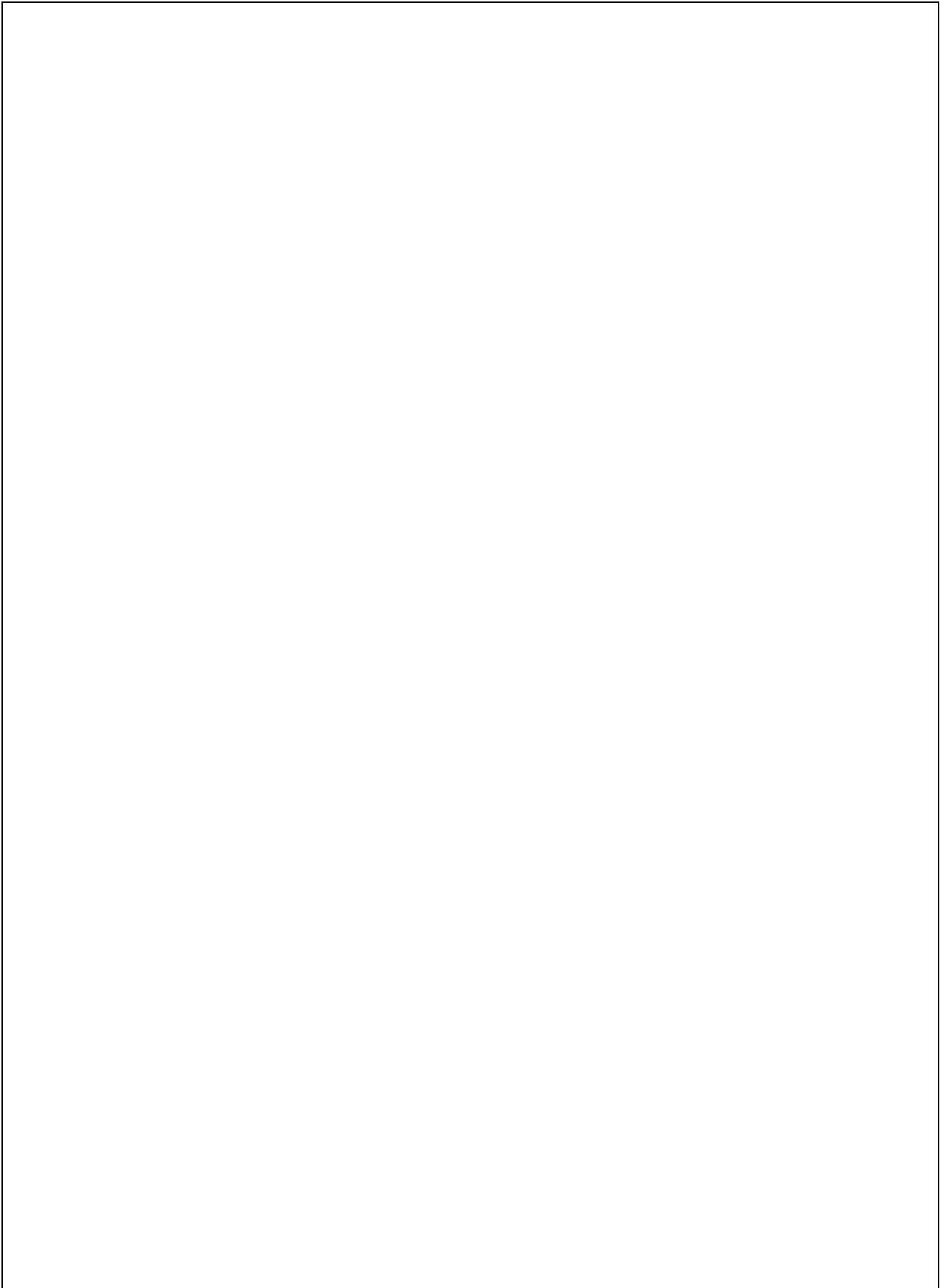
How is it possible that the development can be mitigated by buffering, screening or any other means so that the developments impact can be minimised. This will not mitigate the effects of warehousing, all day and night, air, light and noise pollution. By moving the boundary further away from Diseworth is not a mitigation action, it won't placate villagers and questions will be asked of how did NWLDC planning department act for its community? Don't fob us off with landscapers' neat terms and plans, they don't have to live near it, and I don't care what preferences they have for coloured panels or landscaping.

What of the heritage of Diseworth? In Section 6 you recognise the impacts on Diseworth, stating you are aware the impact on Diseworth is likely to be unacceptable, well yes that's right, talk about

hitting the nail on the head! So don't include the land and get this right. Value the heritage and countryside above yet more warehousing.

How will the existing roads cope with the cumulative effects of all the proposed developments. Where are your modelling statistics? Who will be funding these? Of course, any involvement of Segro and the Airport is likely to sway the figures for their own ends.

So again, I am not supporting the inclusion of this land in our local plan. It's a local plan not a government infrastructure plan. Its purpose is to protect and take sensible balanced decisions involving all stakeholders, including those of us that pay our council tax to you.



## Declaration

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

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

Signed: J Donaghy

Date: 17/3/24

### DATA PROTECTION AND FREEDOM OF INFORMATION STATEMENT

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

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

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

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

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

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

While I understand that houses are needed for people and that everyone deserves to be able to buy their own house, I feel that such a large housing area will have detrimental effects on the existing villages for the following reasons and should therefore not go ahead:

- This is a large number of houses to be built next to the hamlet of Isley Walton and the conservation village of Diseworth. It will also be relatively close to Breedon. Being so close to these villages will swamp them and mean they will lose their individual identity. The villages will basically become satellites of the new housing area.
- The run off from roads, roofs and paved areas will increase the amount of rainwater entering the local rivers and will further increase the amount of flooding already experienced by Diseworth and Long Whatton. The stress caused by flooding is tremendous and many people are currently fearful when it rains, not wanting to leave their houses in case there is a flash flood as occurred recently on Crawshaw Close, Long Whatton.
- The amount of traffic will increase substantially and will take the shortest route to their destinations. Already the local roads and lanes are busy especially when there are accidents on A roads and motorways or when there is flooding in the locality. To have the additional traffic speeding through the villages will be dangerous as well having an impact on the well being of the residents of Diseworth and Long Whatton. Existing speed calming does not seem to work with most cars and vans straddling the speed humps.

*(continued on next page)*

- Presumably, a new sewage works will be built to cope with the additional sewage from the housing development but the discharge will go into the local small rivers, thereby increasing flooding. If there is flash flooding then there will be effluent discharge into the river to prevent sewage backing up into houses. In 2022, the Long Whatton sewer storm overflow spilled 13 times for over 218 hours, into Long Whatton Brook (information from the Rivers Trust). In Diseworth, the sewer storm overflow spilled 11 times for over 18 hours, discharging into Diseworth Brook, leading into Long Whatton Brook. If the storm drains can not cope now then will the same problem arise where there are far more houses?

I feel that this development should not go ahead given my comments above. Therefore I am asking NWLDC not to include the Isley Woodhouse (Policy IW1) site for potential development.

### **The potential location for the Freeport Development (EMP90)**

I am writing in response to the Draft Local Plan on the above potential development.

The development will be very close to the village of Diseworth which is a very rural village set in traditional farmland, complete with historical buildings, and traditional hedgerows surrounding it. The development should not go ahead for the following reasons:

- Warehouses so close to the village will spoil the picturesque village for the residents of Diseworth and also Long Whatton. Many residents have been in the village for generations as well as people who have moved there more recently. The warehouse buildings will be up to the village houses and will overshadow houses and gardens.
- The development will affect the mental wellbeing of the people living in the village with noise and light pollution being beyond their control, The Freeport is unlikely to only be working during "normal office hours" and lorries will be moving throughout the day and night so there will be traffic noise and lights from both the lorries themselves and the warehouses and this will impact on both villages.
- The very nature of the warehouses and the roads servicing them means that there will be a vast amount of concrete or tarmac. The run off from this will need to go somewhere. There is concern that this will mean more flooding in both Diseworth and further downstream in Long Whatton. As a resident of Long Whatton, the flooding in the village over the last 35 years (whilst I have lived there) has increased tremendously with some flooding being attributed to the increased size of the airport buildings over the years (eg DHL). The proposed development can only increase this. Some residents can no longer have household insurance because of the frequency of flooding.

*(continued on next page)*



- The runoff from the roads will contain petrol, oil and tyre rubber, which in heavy rain, as with the recent wet February, will mean run off into the local rivers. A BBC News Freedom of Information Request has shown that the Environmental Agency currently does not regularly monitor road run off although they do recognise that this is a serious issue. It is known that pollutants, including arsenic and heavy metals, are detrimental to aquatic life and will affect the ecology of the local rivers leading into the Soar and Trent.
- Local roads currently cannot cope with the amount of traffic and many country lanes have become rat runs as drivers cut through, often at speed. With an increase in lorry and other vehicle traffic to and from the Freeport, drivers will seek to find ways around hold ups on other roads. Simply designating roads as "Access only" will not help, as this can be ignored, unless it is policed. The increase in traffic will lead to air pollution affecting those with asthma. The local primary schools are adjacent to the road passing through the villages of Diseworth and Long Whatton. It has been shown that traffic air pollution has detrimental effects on school children with asthma especially when there are spikes in NO2 and PM10s. Pedestrians are also in danger whilst walking through the villages eg to and from the schools as some pavements can be narrow and vehicle drivers do not always take account of pedestrians or cycle riders.
- Agriculture land will be destroyed. Given recent events in the Ukraine and BREXIT, UK food security needs to be maintained. The use of agricultural land for this development rather than using brown field sites will affect this.
- The State of Nature Report 2023 said that the UK is one of the most nature depleted countries in the world. New planning rules dealing with Biodiversity Net Gain obliges developers to protect habitat on sites as well as boosting biodiversity by 10%. I can not see how this can be achieved if the area is changed from agricultural land to industrial and storage units.
- Within the locality there are already existing industrial units and warehouses, eg Castle Donington and Clifton. Some of these are empty. Efforts should be made to use these rather than build yet more units. The Freeport is being promoted as increasing the number of jobs in the area but the use of automation and robotics will mean that this is not as high a number as previously expected.

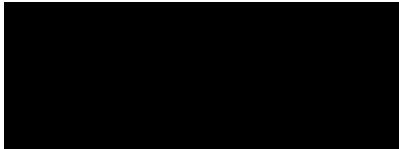
I feel that this development should not go ahead given my comments above. Therefore I am asking NWLDC not to include the EMP90 site for potential development.

## **Declaration**

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

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

Signed:



Date: 16 March 2024

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