

MEETING OF THE LOCAL PLAN COMMITTEE

WEDNESDAY, 18 MARCH 2026

ADDITIONAL PAPERS

CONTENTS

Item		Pages
3	PUBLIC QUESTION AND ANSWER SESSION	
	Question from Mr Roy Todd	3
	Question from Mr Carl Sutton	5 – 6
	Question from Mr Andrew Priestley	7
	Question from Mr Noel Suthesh	9
	Question from Ms Gayle Baker	11
	Question from Mr Michael Elton	13
5	LEICESTER & LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – STRATEGIC DISTRIBUTION	
	Update Sheet	15
	Leicester and Leicestershire Authorities Statement of Common Ground (SoCG) Final Version - Strategic Distribution	17 – 24
8	EAST MIDLANDS FREEPORT CONTRIBUTIONS SPD	
	East Midlands Freeport Contributions SPD	25 – 30
	Appendix A	31 – 62

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MR ROY TODD

For EMP97 (land south of the Kegworth bypass), please identify, by document title, date and paragraph number, what documentary evidence, if any, was before the Committee in support of the officer recommendation that the allocation is “effective” and deliverable over the plan period with a realistic prospect of delivery under NPPF paragraph 36(c), notwithstanding Sarah Lee’s email of 14 November 2025 recording that:

“To date, we do not have confirmation from LCC Highways that acceptable access arrangements can be achieved”,

that Leicestershire County Council Highways had advised:

“Safe and suitable access unlikely to be achievable... Proposed junction 2 is outside of the red line... there are pressures at M1 J24 therefore advice should be sought from National Highways”,

and that:

“The proposed allocation is at risk if this issue cannot be resolved”,

together with the published site assessment stating that LCC Highways had “concerns about the achievability of acceptable access arrangements” and that Strategic Road Network capacity was “currently unknown”, including any documentary evidence of written agreement in principle from the highway authorities and any evidence of land control or agreements required to deliver access or junction works outside the site boundary.

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Paragraph 4.12 of the strategic warehousing report considered by Local Plan Committee on the 19 November 2025 set out the highways-related concerns in respect of site EMP97.

Paragraph 4.13 explained that the site is being recommended for allocation **‘subject to these highways concerns being addressed’**.

If these, or any other technical matters, cannot be addressed to the satisfaction of the Planning Policy Team, the advice to the Local Plan Committee to allocate the site may be changed.

This page is intentionally left blank

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MR CARL SUTTON

In January 1989 the Kegworth Air Disaster resulted in the loss of 47 lives when British Midland Flight 92 crashed in fields immediately south of Kegworth while attempting to land at East Midlands Airport. That tragedy remains deeply embedded in the collective memory of the village and the wider community.

For residents of Kegworth, the Runway 27 approach corridor is therefore not an abstract line on a planning map but a real aviation environment characterised by frequent low altitude aircraft movements and significant aircraft noise exposure.

In the emerging Local Plan, Site EMP97 proposes major strategic warehousing within this same airport approach corridor, while Site K12 proposes new housing on adjacent land beneath that same approach.

Environmental Information Regulations disclosures show that on 24 July 2025 Manchester Airport Group, the operator of East Midlands Airport, provided site specific advice to the Council stating:

“For reasons of aircraft noise exposure and disturbance, and residential amenity, it would be inappropriate to allocate this site for residential development.”

Question

Will the Committee identify, by document title, date and paragraph number, the specific published evidence relied upon when recommending Site K12 for residential allocation notwithstanding the airport operator’s advice and the site’s location within the 66 dB LAeq,8hr night aircraft noise contour beneath the Runway 27 approach?

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

The [Kegworth site assessment document](#) is available on the Council's website and was prepared in advance of the Regulation 18 consultation in January 2024. At that point, the Council was not proposing to allocate the site.

It was proposed to allocate the site in the [11 March 2025 Local Plan Committee report](#) on proposed housing allocations – see paragraphs 5.11 to 5.14 and paragraph 5.20. The report mentions that the site is already a reserve housing allocation in the adopted Local Plan *“meaning it has been deemed sound through the Local Plan examination process.”*

The [19 November 2025 Local Plan Committee report](#) on housing allocations references legal advice received on 9 October 2025 (paragraphs 4.2 to 4.5). The report referenced at paragraph 4.6 that further advice was being sought and that members would be updated at the meeting. That advice was received on the day of the committee and was provided verbally. The advice supported the conclusions in the earlier advice and therefore the officer recommendations remained as per the report.

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MR ANDREW PRIESTLEY

The Kegworth air disaster of 8th January 1989, in which 47 people lost their lives, remains one of the most serious aviation disasters in modern British history. British Midland Flight 92 came down in fields immediately south of the village of Kegworth before reaching the M1.

Given the enduring national significance of that tragedy and the profound sensitivity it carries within Kegworth, will the Committee identify the specific public document, by title and date, in which Members were informed that this context had been assessed when Site EMP97 was advanced as a 39.5 hectare strategic warehousing allocation.

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Notwithstanding the understandable concern and sensitivity related to the Kegworth air crash, the key planning consideration in this instance is the extent of the airport Public Safety Zone.

The majority of EMP97 falls outside the Public Safety Zone.

This page is intentionally left blank

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MR NOEL SUTHESH

For Site EMP97, please identify, by title, date and paragraph number, the specific published report, committee paper, recorded minute, or other recorded document, if any, in which the Council set out its site specific reasoning for not undertaking a Regulation 18 consultation before progressing EMP97 to a 39.5 hectare strategic warehousing allocation.

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Paragraph 7.1 to 7.4 of the strategic warehousing report considered by Local Plan Committee on the 19 November 2025 explained the reasons for not undertaking Regulation 18 consultation for the proposed sites, including EMP97.

This page is intentionally left blank

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MS GAYLE BAKER

At the last Local Plan Committee meeting on 28 January 2026, you clearly explained how planning applications were decided if they are submitted before a draft Strategy Plan has been completed. You explained that you prioritise sites promoted by developers who have a track record of delivery in the district. West Whitwick Broad location is being promoted by Gladmans'. Can you tell me please what Gladman's track record of delivery is within the district?

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Gladman is a strategic land promotion company. The company generally enter into contracts with landowners and take on the financial risk of promoting sites for development through the planning system. This includes funding outline planning applications. If they are successful in getting planning permission, they acquire the site and sell it on to a housebuilder. For example, Gladman got outline planning permission for a site at the top of Greenhill Road, Coalville, which was eventually built by Avant Homes.

This page is intentionally left blank

Local Plan Committee – Wednesday, 18 March 2026

PUBLIC QUESTION AND ANSWER SESSION

QUESTION FROM MR MICHAEL ELTON

We are aware that a specialist underground gas survey has been commissioned because of the risks of underground gas on site C77. An assessment was carried out by Castledine Environmental, who recommended that ground gas measures are installed within new properties within the vicinity of C77. This has also led to boundary restrictions stretching close to C77 due to the risks involved. How can the site therefore be viable as a safe place to build new affordable homes?

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

Officers have liaised with the site promoter who has confirmed that the Ground Gas Assessment concluded that there are no detectable methane concentrations and whilst carbon dioxide has been detected, this is at a level considered appropriate for residential development and can be mitigated with respect to foundation and floor slab design.

This page is intentionally left blank

Local Plan Committee

18 March 2025

UPDATE

Item 5 – Leicester & Leicestershire Authorities Statement of Common Ground – Strategic Distribution

Appendix A of this item contains the Statement of Common Ground (SoCG) itself.

Subsequent to the publication of the agenda papers, a final version of the SoCG was circulated to the Leicester and Leicestershire authorities. This final version is appended to this update note.

The final version includes the following **minor** updates **which do not affect its substantive content**:

- a) the title has been updated from January to March 2026
- b) a weblink to the previous 2021 SoCG has been deleted from paragraph 3.1 as it is not currently available on the Strategic Growth Plan website
- c) A weblink to the Need and Apportionment Study has been added to paragraph 4.3
- d) 'Appendix 2 - Updated Monitoring Data' is now fully populated
- e) Figures from Table A in Appendix 2 have been inserted into paragraph 4.5

As such, there is no change to the recommendation

This page is intentionally left blank

Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing Need (March 2026)

1.0 The Leicester and Leicestershire HMA and FEMA

- 1.1 The Leicester and Leicestershire Housing Market Area (HMA) and Functional Economic Area (FEMA) covers the administrative areas of eight local planning authorities and two highways and transport authorities. The eight local planning authorities responsible for plan making are:
- Blaby District Council
 - Charnwood Borough Council
 - Harborough District Council
 - Hinckley & Bosworth Borough Council
 - Leicester City Council (Unitary)
 - Melton Borough Council
 - North West Leicestershire District Council, and
 - Oadby & Wigston Borough Council.
- 1.2 The two upper tier authorities in Leicester and Leicestershire (L&L), with statutory responsibilities for highways, transport, education, social care, flooding, minerals & waste planning and public health are:
- Leicester City Council (Unitary), and
 - Leicestershire County Council.
- 1.3 This Statement has been prepared jointly by the eight plan making authorities and Leicestershire County Council as an additional signatory given their statutory responsibilities, hereafter referred to as “the Authorities”. The Map in Appendix 1 shows the location and administrative areas covered by this statement. The [Housing & Economic Needs Assessment 2022](#) (HENA) identifies this area as the Leicester & Leicestershire HMA and FEMA.

2.0 Purpose

- 2.1 In accordance with Paragraph 25 of the NPPF (2024) the key strategic matters addressed in this statement are: the Duty to cooperate and joint working, the L&L strategic warehousing floorspace need to 2046 and the apportionment of strategic warehousing need up to 2046.

3.0 Background and Context

- 3.1 In 2021 the Authorities published Warehousing and Logistics in Leicester and Leicestershire: Managing Growth and Change (2021) which informed an agreed Leicester & Leicestershire Authorities - Statement of Common Ground relating to Strategic Warehousing & Logistics Need (September 2021). The 2021 SoCG set out the L&L need for strategic warehousing at the time and next steps to ensure the needs of the sector are appropriately planned for, including the following:
- “The Authorities remain committed to cooperating on strategic cross boundary matters, including agreeing the distribution of large warehousing need”*
- 3.2 This SoCG (2026) replaces the previous SoCG (2021) capturing the outcomes of the further joint work and agrees the apportionment of strategic warehousing need

across L&L for further testing through plan-making. This Statement will be reconfirmed and updated as necessary.

- 3.3 Strategic Warehousing facilities are defined as those units with floorspace equal to or greater than 9,000 square metres (sqm) in total.

4.0 **Key Strategic Matters on Which Authorities Agree**

Duty to Cooperate and Joint Working

- 4.1 The Authorities agree there is a long track record of effective joint working on strategic matters across L&L. The authorities have continuously engaged with each other on the strategic matters set out in this Statement and through the preparation of local plans across the area. This commitment is most clearly evidenced through:
- The continued function of the L&L Members Advisory Group and Strategic Planning Group,
 - The joint preparation of evidence including Warehousing & Logistics in L&L Managing Growth and Change (2021) and L&L Strategic Distribution Floorspace Need Update and Apportionment (2025),
 - The agreement of a Joint Statement of Common Ground relating to strategic warehousing and logistics need (Sept 2021), and
 - The preparation of this Statement.
- 4.2 More information and details of engagement will be set out in individual authorities' Duty to Cooperate Statements (or equivalent) that accompany local plans. Authorities will continue to work jointly on an ongoing basis.

L&L Strategic Warehousing Need to 2046

- 4.3 The Authorities agree the [Leicester & Leicestershire: Strategic Distribution Floorspace Needs Update and Apportionment \(Oct 2025\)](#) (hereafter referred to as 'the Study') is the most up-to-date cooperatively produced evidence on the needs of the strategic warehousing sector to inform planning across L&L.
- 4.4 Based on the Study the Authorities agree that L&L needs to provide for 3,969,400sqm of additional floorspace between 2023 and 2046 (1,349,600sqm rail-served and 2,619,800sqm road-served), after allowing for land recycling, as per Table 1 below:

Table 1: Supply-Demand Balance (2023-46) (sqm.)

	Rail-Served	Road-Served	Total
Gross Need	5,256,000		
Land Recycling	-1,286,000		
Additional Floorspace Required	1,349,600	2,619,800	3,969,400
Completions 2023/24	0	112,500	112,500
Commitments April 2024	0	797,700	797,700
Balance	1,349,600	1,709,600	3,059,200

Source: Iceni 2025

- 4.5 The Study has a base date of 1 April 2023. After updating the monitoring to 1 April 2025 (see Appendix 2) the Authorities agree that this updated position leaves a balance of 1,349,600 sqm at rail-served sites and 1,692,174 sqm at road-served sites to be planned for to 2046. Appendix 2 will be updated annually.
- 4.6 To 2046 the Study identifies a (theoretical) maximum floorspace capacity across L&L as a whole of 5,905,500sqm compared to the additional floorspace required to 2046 of 3,969,400sqm.
- 4.7 The Authorities intend that the additional floorspace required of 3,969,400sqm of strategic warehousing floorspace (2023 – 2046) will be met in L&L. The Authorities are not aware of any unmet need from neighbouring areas for strategic warehousing floorspace that should be accommodated in L&L.

Apportionment of Additional Floorspace Required to 2046

- 4.8 The Authorities agree that the Study gives strategic guidance on the distribution of future growth and provides a basis and methodology for the apportionment of need which is robust and effective. The study sets out the apportionment by District / Borough as per Table 2 below:

Table 2: Apportionment by District / Borough (Sqm)

District / Borough *	Completions + Commitments		Residual Need Apportioned		Total	Apportionment incl. completions + commitments
	Rail	Road	Rail	Road		
North West Leicestershire	-	221,100	240,000	1,093,600	1,554,700	39%
Harborough	-	257,000	-	566,400	823,400	21%
Hinckley & Bosworth	-	327,000	-	428,800	755,800	19%
Blaby	-	105,100	650,000	0	755,100	19%
Charnwood	-	0		80,500	80,500	2%
Total	-	910,200	890,000	2,169,200	3,969,400	

Source: Icenl analysis

* District / Borough figures are made up of figures for more than one distinct Area of Opportunity (AO), in some cases.

- 4.9 The Authorities agree the figures in the total column of Table 2 are the agreed apportionment of strategic warehousing floorspace need for each authority for the period 2023-2046. These figures will be tested through each Local Planning Authority's plan making process. The rail served need for Blaby would need to be tested through the DCO process (see para 4.14-4.18 below).
- 4.10 The authorities are preparing plans with different plan periods and agree that the figures in Table 2 will be pro-rated based on the plan period of the relevant authority. Authorities not listed in Table 2 have been apportioned zero floorspace.

NWLDC Apportionment

- 4.11 NWLDC is preparing a new Local Plan for the period 2023-2042. Strategic warehousing sites have been identified for allocation in the Regulation 19 version of

the Local Plan¹. There are sufficient, suitable sites to deliver c756,775sqm of floorspace, meeting the pro-rata apportionment figure for the A/M42 location but not meeting the pro-rata apportionment figures for the M1 J23a & J24/A50 J1 location and for the Bardon area (M1 J22) due to planning constraints and an insufficient supply of available, suitable sites at those locations.

4.12 NWLDC's intended approach is to:

- Allocate suitable sites for strategic warehousing, as described above
- Include a criteria-based policy for proposals on unallocated sites
- Re-evaluate the position when the new Plan is reviewed². This would include an assessment of a) any newly available land in the locations where there is a shortfall; and b) any updated assessment of needs.

4.13 The authorities support and agree NWLDC's approach, which equates to a supply of 12 years (2024 to 2036) based on the pro-rata apportionment figures in Table 2 above. The Authorities agree this is an appropriate way forward in the context of the challenges of planning long-term for this sector, as outlined in para 5.1 below.

Hinckley National Rail Freight Interchange (HNRFI)

4.14 The Development Consent Order (DCO) for the HNRFI proposal, mostly located in Blaby District, was refused in March 2025. The DCO application was refused on the basis of most notably insufficient transport modelling evidence assessing the impacts at M1 J21/M69 J3: non-compliance with the road safety requirements; and the highways safety impacts on the village of Sapcote. However, the decision letter agrees that there is a need for the rail-served Proposed Development.

4.15 Whilst not undermining the scale of the issues for refusal, the Study does not dismiss this location and considers that a further application for the Strategic Rail Freight Interchange (SRFI) in the location could be submitted through the DCO process. The proposal could therefore still come forward within the Study period to 2046.

4.16 The Authorities agree that apart from this location and land around East Midlands Airport there are no further rail-served opportunities within the Study area. Given this and the continuing national policy support for SRFI's and the role they play in transferring freight from road to rail, the ability of this site to be rail-served needs to be retained and safeguarded for the future. Proposals for solely road-based strategic B8 floorspace through the Local Plan or speculative planning applications in this location would undermine the identified need for rail-based strategic B8 floorspace and will not be supported.

4.17 However, the Authorities agree that any fresh DCO application must overcome technical challenges, for a strategic rail-served facility meeting the definition of a SRFI, to be an appropriate approach in this location.

4.18 This Statement does not infer support from the relevant Local Authorities for a future rail-served strategic B8 proposal in this location. Each authority will respond to any proposal, through the NSIP/DCO process as appropriate.

¹ North West Leicestershire DC's Local Plan Committee 19 November 2025

² In accordance with NPPF (Dec 2024) Para 34 reviews should be completed no later than 5 years from the adoption date of the plan.

Transport

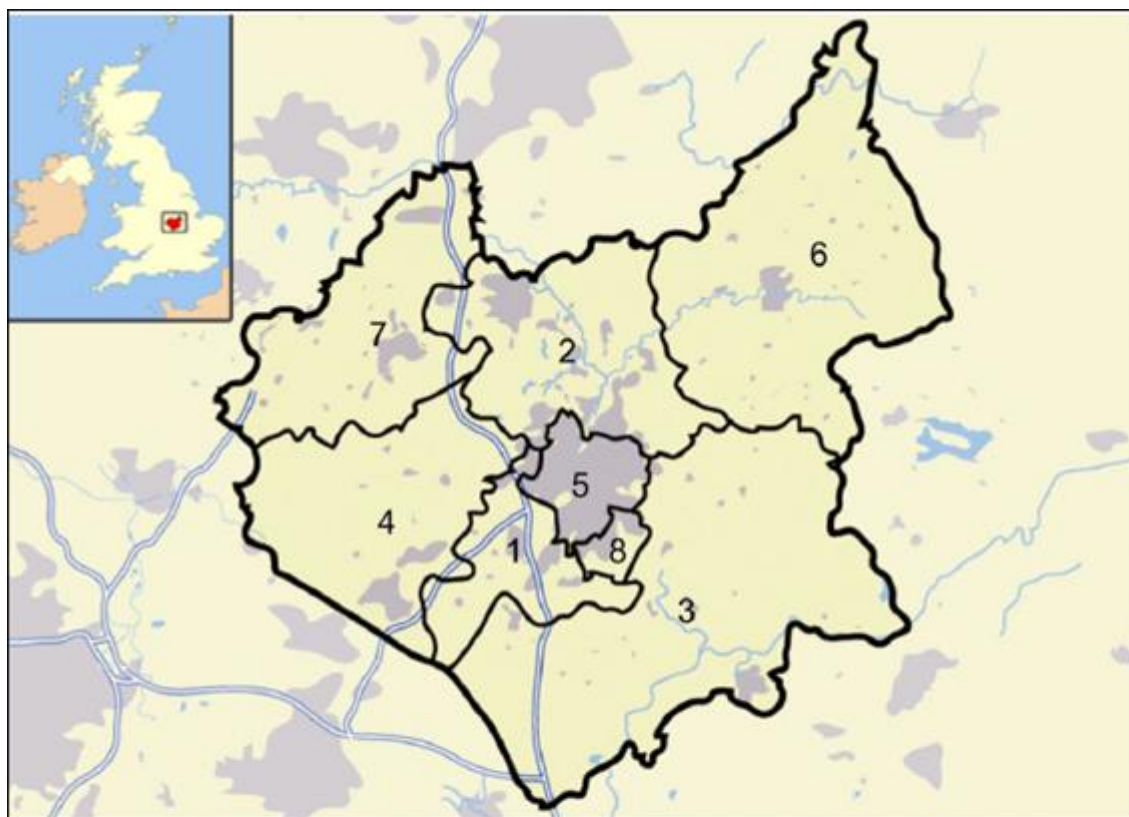
- 4.19 Leicestershire County Council, as the Local Highway Authority, has raised concerns about the ability of the County's road network, and in particular the Strategic Road Network (for which National Highways is the Highway Authority), to accommodate the quantum of strategic warehousing identified. However, it does not wish to frustrate the completion of this SoCG and instead reserves its right to pursue those concerns as appropriate if and when specific sites are brought forward through plan-making and/or as planning applications (including as Nationally Significant Infrastructure Projects - NSIP). The other authorities note and accept the County Council's position.
- 4.20 The authorities agree the ability of the county's road network, and particularly the Strategic Road Network, to accommodate the quantum of need will be challenging. The figures in Table 2 will therefore need to be tested through each Authority's local plan making process (and DCO process, as appropriate) with the involvement of the relevant transport authorities.

5.0 Maintaining and Updating this Statement

Planning for Future Needs to 2046

- 5.1 Planning for the future needs of this sector is particularly difficult because it is dynamic and operates on a much wider scale than L&L. Opportunities for development are linked to investment in the Strategic Road Network (SRN), with often limited long-term visibility of sites and it also involves sites that come forward through the separate NSIP/DCO process. All this means it can be challenging to make extended forecasts about long-term need.
- 5.2 The Authorities remain committed to cooperating on a plan-led approach to meet need (as set out in para 4.4). The Authorities agree:
- To test their respective apportionment figures (pro-rated) through their Local Plan preparation,
 - To continue to jointly monitor progress in site allocation, consents and delivery at the L&L level, annually,
 - That they, or successor authorities, will review and update the L&L strategic warehousing wide need and apportionment evidence as appropriate.
- 5.3 A new local planning system will be introduced early in 2026 together with the introduction of Spatial Development Strategies (SDS) through which growth related to strategic matters, such as strategic warehouses, will be distributed across a geography that is yet to be determined. The formal duty to produce a SDS is expected in Spring 2026 through secondary legislation, following royal assent of the Planning and Infrastructure Act.
- 5.4 Government is seeking full coverage of up-to-date local plans, and the local plans scheduled for submission by 31 December 2026 are at an advanced stage of preparation. The Authorities agree that the figures set out in Table 2 (pro-rated) will be tested through each Local Authority's local plan process.
- 5.5 The Authorities agree the Duty to Cooperate and joint working is an ongoing process. The process for updating and maintaining this Statement is outlined in Paragraph 5.2 and will be managed through ongoing joint work between the Authorities.

Appendix 1 – Location and Administrative Areas



Key to Map Two

- | | |
|--|---|
| 1. Blaby District Council | 5. Leicester City Council |
| 2. Charnwood Borough Council | 6. Melton Borough Council |
| 3. Harborough District Council | 7. North West Leicestershire District Council |
| 4. Hinckley and Bosworth Borough Council | 8. Oadby and Wigston Borough Council |

Appendix 2 – Updated Monitoring Data

Table A: Supply-Demand Balance (2023-2046) at 1 April 2025

	Rail-Served	Road-Served	Total
Gross Need	5,256,000		
Land Recycling	-1,286,000		
Additional Floorspace Required	1,349,600	2,619,800	3,969,400
Completions 2023/24	0	112,536	112,536
Completions 2024/25	0	18,580	18,580
Commitments April 2025	0	796,510	796,510
Balance	1,349,600	1,692,174	3,041,774

Source: Icenl, updated by LPA Monitoring 2024/25.

Table B: Supply by District / Borough (2023-2046) (sqm) at 1 April 2025

District / Borough*	A	B		C		D		E		F		G	
	Total (from Table 2)	Completions 23/24		Completions 24/25		Commitments at 1 April 2025 project for delivery to 2046		Allocations in an adopted Plan #		Emerging allocations in a Reg19 plan #		Balance	
		Rail	Road	Rail	Road	Rail	Road	Rail	Road	Rail	Road	Rail	Road
NWLDC	1,554,700	0	0	0	18,580	0	203,047	0	0	0	0	240,000	1,093,073
HDC	823,400	0	59,342	0	0	0	197,696	0	0	0	340,000	0	226,362
H&BBC	755,800	0	53,194	0	0	0	273,767	0	0	0	0	0	428,839
BDC	755,100	0	0	0	0	0	122,000	0	0	0	0	650,000	-16,900
CBC	80,500	0	0	0	0	0	0	0	0	0	0	0	80,500
Leicester	0	0	0	0	0	0	0	0	0	0	0	0	0
MBC	0	0	0	0	0	0	0	0	0	0	0	0	0
O&WBC	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3,969,400	0	112,536	0	18,580	0	796,510	0	0	0	340,000	890,000	1,811,874

* District / Borough figures are made up of figures for more than one distinct Area of Opportunity (AO), in some cases.

Without planning consent

This page is intentionally left blank

Title of Report	EAST MIDLANDS FREEPORT CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)	
Presented by	Tom James Interim Planning Policy Team Manager	
Background Papers	National Planning Policy Framework	Public Report: Yes
Financial Implications	The cost of taking forward the Freeport SPD is met from existing budgets	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The preparation of the Supplementary Planning Document (SPD) will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	Resource implications for planning policy officers for coordinating the consultation and reviewing representations.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To seek authority to undertake a consultation on the Draft East Midlands Freeport Contributions Supplementary Planning Document.	
Recommendations	THAT THE LOCAL PLAN COMMITTEE: (I) AGREES TO UNDERTAKE A MINIMUM FOUR WEEK CONSULTATION ON THE DRAFT EAST MIDLANDS FREEPORT CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (APPENDIX A); AND (II) DELEGATES AUTHORITY TO THE STRATEGIC DIRECTOR OF PLACE TO AGREE ANY MINOR MODIFICATIONS TO THE FINAL CONSULTATION DRAFT SUPPLEMENTARY PLANNING DOCUMENT PRIOR TO CONSULTATION COMMENCING.	

1.0 BACKGROUND

- 1.1 This report seeks agreement to undertake consultation on the East Midlands Freeport Contributions Supplementary Planning Document ('the SPD'). This is a document that has been prepared by Turley and Pinsent Masons on behalf of the Freeport and applies to the three East Midland Freeport sites in North West Leicestershire, Rushcliffe and South Derbyshire.

2.0 FREEPORT OVERVIEW

- 2.1 East Midlands Freeport (EMF) was approved by Government in 2023 and provides businesses located within its designated "tax sites" with financial incentives to enable economic growth, stimulate innovation, and to create regional investment and employment opportunities.
- 2.2 The EMF comprises three 'tax' sites, respectively falling within the three different local authority administrative boundaries:
- East Midlands Airport Gateway and Industrial Cluster (EMAGIC) situated within the District.
 - Ratcliffe-on-Soar Power Station (Ratcliffe) in Rushcliffe Borough, Nottinghamshire.
 - East Midlands Intermodal Park (EMIP) in South Derbyshire District, Derbyshire.
- 2.3 To support the delivery and operation of the Freeport Sites, certain strategic infrastructure is required. This has been informed through evidence commissioned by the EMF, notably several transport assessments, which are summarised below:
- The Strategic Transport Investment Plan (STIP) assesses transport interventions across the East Midlands Combined County Authority (EMCCA) and EMF areas. Using the National Highways/Derbyshire County Council strategic gateway model, it identifies junctions likely to be impacted by the Freeport development. Midlands Connect and EMF organised the STIP into three packages: Package 1 covers interventions directly tied to EMF sites (such as the M1 J24 improvements), Package 2 addresses those indirectly influenced (such as the Tram extension to Ratcliffe-on-Soar and East Midlands Parkway), and Package 3 focuses on broader regional activities (such as reinstated rail services between Coventry, Leicester and Nottingham).
 - The Detailed Transport Investment Plan (DTIP) expanded the Leicestershire County Council Pan Regional Transport Model to cover all three EMF Tax sites, mainly package 1 from the STIP, and evaluated mitigation impacts to strengthen the investment case.
 - EMIP DCO Application Evidence: In 2018, comprehensive highway impact and mitigation documentation was prepared in support of the DCO application for EMIP in South Derbyshire (yet to be submitted). These interventions remain valid and are incorporated within the DTIP work.
 - Ratcliffe on Soar Local Development Order: Identifies a series of highway and transport interventions to be tested through the detailed design process.

- 2.4 The Freeport considers that there is a sufficient evidence base to establish the principle of the need for pooled contributions to strategic infrastructure from multiple sites. Given the nature of the Freeport sites, which sit in distinct locations within different Local Planning Authorities (LPAs), alongside the wider growth within the surrounding area, a mechanism is required to assist with the collaborative and co-ordinated delivery of Strategic Infrastructure.

3.0 PURPOSE OF THE SPD

- 3.1 The purpose of the draft SPD (in Appendix A) is to ensure the coordinated and collaborative delivery and funding of the necessary strategic infrastructure (discussed further below) that is required to support development of the three EMF sites and to establish a mechanism that ensures that all schemes coming forward on the EMF sites contribute towards that strategic infrastructure on an equitable and proportionate basis.
- 3.2 In addition, the SPD will ensure that strategic allocations in the adopted and emerging Local Plans, which are not within the EMF sites but that will also benefit from the strategic infrastructure delivered to facilitate the EMF sites, make appropriate and proportionate contributions towards that strategic infrastructure.
- 3.3 The SPD provides a mechanism (a Framework Section 106 Agreement) to coordinate the funding and delivery of this strategic infrastructure from multiple sites through the planning process, as and when those sites come forward for development.
- 3.4 It is also relevant to acknowledge that further work is being undertaken by the Freeport to provide clarity on the scope of the strategic infrastructure and the apportionment of such contributions which will also help establish which sites outside of the Freeport should also contribute to such infrastructure. This will be set out in a Freeport specific Infrastructure Delivery Plan (IDP) (which is distinct from the Local Plan IDP currently being prepared). This will be finalised in due course to supplement and sit alongside the SPD. The SPD indicates that such Strategic Infrastructure is likely to cover the following:
- Major highway upgrades, especially the multi-package M1 Junction 24 Improvement Schemes
 - Sustainable transport measures, including walking, cycling and public transport improvements
 - Site-wide travel planning
 - Green and blue infrastructure, including public access and landscape mitigation
- 3.5 Work is ongoing to prepare the IDP, informed by a number of relevant technical studies including further transport modelling. That IDP is not yet finalised and not having it available to accompany the consultation version of the SPD is not ideal because the SPD is reliant on it to inform future decision making. However, as set out above the Freeport consider that there is sufficient evidence to establish the principle

of the need for pooled contributions towards strategic infrastructure from multiple sites, despite the IDP not being ready to accompany the consultation version of the SPD. In due course the relevant Local Authorities may need to consider holding some form of consultation on the IDP when it is finalised to ensure stakeholders can input accordingly.

- 3.6 A further important factor is that the commencement regulations associated with the Levelling Up and Regeneration Act 2023 published in early March have confirmed that Supplementary Planning Documents (SPD's) must be adopted no later than 30 June. This is a further reason why the SPD needs to be progressed at pace at the current time. On balance, given the current evidence base and the need to have a formal mechanism in place before this deadline. On balance, despite the lack of an accompanying IDP officers consider it is appropriate that the SPD proceeds in its current draft form for consultation. The draft SPD is set out in full in Appendix A.
- 3.7 Once adopted by the three local planning authorities, the SPD would form a material planning consideration for the determination of any planning application(s) coming forward on the EMF sites, and/or on other allocated sites within those administrative areas which would also benefit from the infrastructure provided by the EMF sites or would have an impact on the infrastructure required by the EMF sites, in the future.

4.0 JOINT WORKING, CONSULTATION AND TIMESCALES

- 4.1 Production of the SPD has been coordinated by the Freeport and their appointed consultants. Officers have provided feedback to help shape the emerging draft SPD which has been considered in the production of the draft SPD set out in Appendix A.
- 4.2 The SPD is being reported to the Local Plan working groups of Rushcliffe Borough Council and South Derbyshire District Council on 16 March and 19 March respectively.
- 4.3 Given the cross-boundary nature of the SPD, it will require each authority to agree to proceed to consultation for consultation to take place. The aim will be for the SPD to be adopted by the respective LPAs within which the EMF sites are located and public consultation is being undertaken across all three authorities within the same time period.
- 4.4 The precise consultation dates have yet to be confirmed but consultation will run for a minimum of four weeks, which is in accordance with the Council's Statement of Community Involvement for Supplementary Planning Documents. Each authority will undertake their own consultation.
- 4.5 As referred to earlier, the 30 June deadline for adopting the SPD is an important factor as to why the SPD needs to be progressed at the current time and shapes the timetable for consultation and reporting, as set out in Table 1 below. The timescales are ambitious and there will be resource implications for officers for coordinating the consultation and reviewing representations, even though the Freeport will also be assisting with this process.

Table 1: SPD Programme

Date/Month	Stage
18 March 2026 – Local Plan Committee	Seek approval to undertake consultation
April 2026 (Dates TBC)	Consultation for minimum of four weeks
May 2026	Processing and assessing representations
23 June Cabinet	Reporting SPD for Adoption
25 June Local Plan Committee (date TBC)	Reporting SPD for Adoption

5.0 NEXT STEPS

- 5.1 The Committee is being asked to agree that the SPD be subject to consultation for a minimum of four weeks. Councillors will have the opportunity to make representations to the SPD consultation should they feel it necessary to do so.
- 5.2 Following the consultation, EMF and the Council will review the representations received. These will then be taken into account and if Officers are satisfied that the SPD should proceed towards adoption, the final draft SPD and the representations will be reported to Cabinet and Local Plan Committee for agreement of Members to adopt the SPD.

Policies and other considerations, as appropriate	
Council Priorities:	- Planning and regeneration
Policy Considerations:	Adopted North West Leicestershire Local Plan (2017) particularly policies EC1, EC4, IF4 and EC9. National Planning Policy Framework National Planning Policy Guidance
Safeguarding:	None discernible.
Equalities/Diversity:	None discernible.
Customer Impact:	No issues identified.
Economic and Social Impact:	The purpose of the SPD is to secure investment in new infrastructure, including upgrades to the highway network in North West Leicestershire, by means of developer contributions. These infrastructure improvements will help support economic growth and also benefit existing local residents.
Environment, Climate Change and zero carbon:	The SPD has been subject to Strategic Environmental Assessment and Habitats Assessment which confirms that the SPD will not have specific impacts, either positive or negative, on these factors.
Consultation/Community/Tenant Engagement:	The draft SPD will be subject to public consultation. The consultation arrangements will be governed by the Town and Country Planning (Local Planning) (England) Regulations 2012 and in turn by the Council's own Statement of Community Involvement (as amended).
Risks:	There is the potential for a legal challenge in the event that the SPD is found to go above and beyond existing policy requirements; however, this will be considered further through an assessment of the representations received.
Officer Contact	Tom James Interim Planning Policy Team Manager tom.james@nwleicestershire.gov.uk

**APPENDIX A - EAST MIDLANDS FREEPORT (EMF) STRATEGIC INFRASTRUCTURE &
CONTRIBUTIONS SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

CONSULTATION DRAFT – MARCH 2026

- 1. BACKGROUND AND POLICY CONTEXT**
- 2. DELIVERY STRATEGY**
- 3. APPENDICES**

1. BACKGROUND AND POLICY CONTEXT

- 1.1 East Midlands Freeport (**EMF**) is the UK's only inland freeport, strategically located at the heart of the UK. As a freeport, EMF offers special tax, customs and regulatory benefits to encourage economic activity. The aim of EMF is to drive economic regeneration in the area, attracting new investment and creating thousands of jobs. The proposed creation of EMF was announced by the UK Government in March 2021 and EMF became fully operational in March 2023, following formal approval of its business case.
- 1.2 EMF encompasses three strategic sites in three different administrative local planning authority boundaries:
 - 1.2.1 the East Midlands Intermodal Park in South Derbyshire;
 - 1.2.2 the East Midlands Airport and Gateway Industrial Cluster in North West Leicestershire; and
 - 1.2.3 the Ratcliffe on Soar Power Station site in Rushcliffe, Nottinghamshire
- 1.3 Collectively, we will refer to these three sites as 'the EMF Sites' in this SPD.
- 1.4 Certain transport strategic infrastructure will be needed to support the delivery and operation of all the EMF Sites (referred to in this SPD as 'Strategic Infrastructure'.) The aim of this SPD is to assist with collaborative and co-ordinated delivery of the Strategic Infrastructure.
- 1.5 There are additionally a number of strategic allocations in the three local planning authority areas which will be unlocked by or significantly benefit from the Strategic Infrastructure and will also be expected to contribute towards it. Collectively these sites are referred to as 'the Strategic Allocation Sites' in this SPD.
- 1.6 It is recognised that, whilst the EMF Sites are in different local authority areas, there are interconnected issues and the development of the EMF Sites needs to be co-ordinated in order to ensure that the Strategic Infrastructure required by the EMF Sites is funded and delivered when needed, with all development which will be unlocked by or significantly benefit from that infrastructure (including the EMF Sites and the Strategic Allocation Sites) contributing towards it on a fair and proportionate basis. The Local Planning Authorities agree that the best means of ensuring this is through the adoption of this SPD.
- 1.7 This SPD applies to the EMF Sites and the Strategic Allocation Sites together with any other development which will be unlocked by or significantly benefit from the Strategic Infrastructure ('Other Benefitting Development') within the area to which this SPD applies. This SPD applies to the combined areas of South Derbyshire District, North West Leicestershire District and Rushcliffe Borough, shown on the plan at Appendix 4. This SPD has been prepared on a collaborative basis by the three local planning authorities for the EMF Sites, South Derbyshire District Council, North West Leicestershire District Council and Rushcliffe Borough Council (**the Local Planning Authorities.**) This document has been prepared as a draft for public consultation. It is intended that it will be finalised following public consultation and then adopted by each of the Local Planning Authorities pursuant to adopted local plan policy.
- 1.8 An EMF Infrastructure Delivery Plan (**EMF IDP**) is being prepared which will sit alongside this SPD and will:
 - 1.8.1 set out the Strategic Infrastructure required to deliver and operate each of the EMF Sites; and
 - 1.8.2 identify which Strategic Allocation Sites are intended to contribute towards which items of Strategic Infrastructure.

- 1.9 The EMF IDP will be informed by highways modelling work commissioned by EMF to assess the degree of improvement required to accommodate the level of strategic growth planned. Proposals will be required to demonstrate that necessary highways capacity is available to serve the development, taking into account cumulative development on the wider network and set within a monitor and manage framework relating to both the Strategic Road Network and Local Highways Network. A monitor and manage approach will be adopted to inform the timing of highways infrastructure requirements, including assessment in relation to the Local and Strategic Road Networks, and specifically M1 Junction 24. Any contributions will be provided in accordance with this SPD and the EMF IDP. Strategic infrastructure and associated mitigation will be delivered in accordance with schemes approved by National Highways and the relevant Local Highway Authority, and frameworks for the Strategic and Local Highway Networks. The EMF IDP shall be reviewed by the Local Planning Authorities no more than annually (unless circumstances indicate an interim review is necessary) with such revisions being consulted on by the Local Planning Authorities as appropriate and then published.
- 1.10 Development within the EMF Sites will also require site specific infrastructure and this is referred to in this SPD as 'Site Specific Infrastructure.'
- 1.11 Whilst the Strategic Infrastructure and Site Specific Infrastructure which may be needed to ensure the successful delivery and operation of each of the EMF Sites is indicated below, this is indicative only at this stage and will be updated and replaced by the EMF IDP. Other infrastructure may be required by the Strategic Allocation Sites more widely which is not set out in this SPD.
- 1.12 The Local Planning Authorities will work together co-operatively and collaboratively with a view to ensuring the comprehensive development of the EMF Sites in compliance with Local Plan Policy, this SPD and the EMF IDP, whether those sites are being developed pursuant to planning applications made to one of the Local Planning Authorities or pursuant to a Development Consent Order or other statutory order.
- 1.13 The highways authorities for the EMF Sites are Derbyshire County Council (for the East Midlands Intermodal Park), Leicestershire County Council (for the East Midlands Airport and Gateway Industrial Cluster) and Nottinghamshire County Council (for the Ratcliffe on Soar Power Station site), with National Highways being responsible for the Strategic Road Network (**SRN**) in those areas. In addition, the East Midlands Combined County Authority (**EMCCA**) is the new devolved regional authority covering Derbyshire and Nottinghamshire which manages devolved regional transport funding and strategies and has concurrent transport functions working alongside Derbyshire County Council and Nottinghamshire County Council as highway authorities in those areas.
- 1.14 From the date of its adoption, this SPD is a material planning consideration for the Local Planning Authorities when determining planning applications within the EMF Sites, the Strategic Allocation Sites and (where the planning application is for Other Benefitting Development) the area shown on the plan at Appendix 4. This SPD is not part of the development plan.
- 1.15 Public consultation was undertaken on a draft of this SPD between [*dates to be added to final draft*] across South Derbyshire District, North West Leicestershire District and Rushcliffe Borough.
- 1.16 Each of the EMF Sites is subject to adopted local plan policy and emerging local plan policy. This SPD is adopted by the Local Planning Authorities on the basis of adopted local plan policy and specifically on the basis of the local plan policies referred to in the following paragraphs of this SPD. However, all of the EMF Sites will be delivered over a timescale that goes beyond the current adopted local plan periods and therefore this SPD will also be relevant to the emerging local plans for those Sites and those plans when adopted. This SPD will be updated when the emerging local plans are adopted to reflect the relevant new adopted local plan policies and remove references to existing local plans. Appropriate amendments are also being sought to relevant emerging local plan policies to support the proposed adoption of this SPD.
- 1.17 The background and policy context for each of the EMF Sites is considered in turn below.

1.17.1 East Midlands Intermodal Park (EMIP)

(a) Background:

- (i) This 173 hectare site is located approximately 3 miles to the south west of Derby, adjacent to the A50/A38 junction, which connects with the M1 (and East Midlands Airport) to the east and the M6 to the north-west. The EMF tax site proposition at EMIP is the delivery of a sustainable rail-connected business park, helping businesses to operate more cost-effectively and reduce their environmental impact by shifting from road to rail freight. EMIP includes the development of a Strategic Rail Freight Interchange which is designated as a Nationally Significant Infrastructure Project and therefore currently expected to be the subject of a Development Consent Order (**DCO**) or similar, which has not yet been submitted, though other consenting routes are not precluded. EMIP is shown outlined in red on the plan at Appendix 1.

(b) Adopted policy:

- (i) South Derbyshire Local Plan (Part 1 adopted 2016, Part 2 adopted 2017) includes the following policies:

- (1) Policy INF1 (Infrastructure and Developer Contributions), which states:

'A New development that is otherwise in conformity with the Local Plan but generates a requirement for infrastructure will normally be permitted if the necessary on and off-site infrastructure required to support and mitigate the impact of that development is either:

- i) Already in place, or*
- ii) There is a reliable mechanism in place to ensure that it will be delivered in the right place, at the right time and to the standard required by the Council and its partners.*

B The Council will revise its Planning Obligations SPD to cover infrastructure and service requirements, including site-specific infrastructure, to be delivered through S106 Planning Obligations. Furthermore, once a Community Infrastructure Levy has been adopted, the Council will also operate a Community Infrastructure Levy Charging Schedule, to secure funding from new development towards infrastructure provision.

C Where appropriate, the Council will permit developers to provide the necessary infrastructure themselves as part of their development proposals, rather than making financial contributions.

D It is expected that development is appropriately supported and its effects mitigated, in the interests of sustainability. The viability of developments will also be considered when determining the extent and priority of developer contributions in line with the Infrastructure Delivery Plan.'

- (2) INF3 (Strategic Rail Freight Interchange), which includes the following text:

'A Any proposal for the development of a Strategic Rail Freight Interchange shall meet all the following criteria:

- i) an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;
- ii) railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagons.

B The elements of the development identified above shall be completed before any business units on the site are occupied.

- i) An acceptable means of access to the trunk road network and parking for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; and
- ii) there shall be no undue amenity or safety impacts including noise, vibration, odours, light pollution and traffic generation; and
- iii) the proposal shall be well designed and shall not cause undue harm to the character of the local landscape; and
- iv) the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and
- v) the proposal shall not cause undue harm to features of ecological or environmental value and, where possible, shall result in biodiversity gain and enhanced environmental value; and
- vi) the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and
- vii) an appraisal shall be made of the potential for the utilisation of waste heat from power stations for heating and cooling on the development site; and
- viii) appropriate provision shall be made for convenient access to the site on foot, by cycle and by public transport.

- (3) INF4 (Transport Infrastructure Improvement Schemes) – which specifically references the A50/A38 junction improvement scheme, as follows:

‘A The Council will work with partners to deliver the following transport schemes:

- ...
- iii) A50 junction with the A38 improvement scheme
- ...

B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.

C In determining the detailed alignments and designs of these schemes regard shall be had to the following:

- i) Minimising the impact on the environment, heritage assets and natural features;
- ii) Taking full account of recreational routes along, or affected by, the schemes;

- iii) *Providing for the needs of pedestrians, cyclists and people with impaired mobility;*
- iv) *Mitigating any potential flood risk impact.'*

(c) Emerging policy:

- (i) Draft South Derbyshire Local Plan Part 1 Review (Reg 19, 2025.) This plan has been subject to Regulation 19 consultation in March-April 2025 and is expected to be submitted for examination in April 2026. The draft plan includes the following policies:

- (1) Policy INF3 (East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport), which states as follows:

'A Land is allocated for the development of an East Midlands Intermodal Park Strategic Rail Freight Interchange/ East Midlands Freeport at Egginton Common, as shown on the Policies Map. This will represent a Nationally Significant Infrastructure Project.

B The development shall incorporate the following elements, which shall be completed before any business units on the site are occupied:

- i) *an operational connection, to Network Rail track and signalling standards, to main trunk rail routes with sufficient available capacity and gauge capability of at least W8;*
- ii) *railway wagon reception and inter-modal handling and container storage facilities capable of accommodating 775 metre freight trains carrying modern wagon;.*
- iii) *rail connected or rail accessible buildings.*

C The development shall meet the following criteria:

- i) *An acceptable means of access to the trunk road network and parking and associated facilities for all goods vehicles shall be provided and operational arrangements shall minimise the use of local highways by heavy goods vehicles; and*
- ii) *there shall be no undue amenity, safety or highway impacts including noise, vibration, odours, light pollution and traffic generation; and*
- iii) *the proposal shall be well designed and shall not cause undue harm to the character of the local landscape and shall contribute toward landscape scale enhancement in accordance with the Trent Valley Vision; and*
- iv) *the proposal shall preserve the character or setting of any listed buildings, conservation areas or other heritage assets; and*
- v) *the proposal shall not cause undue harm to features of ecological or environmental value and shall contribute toward the delivery of green infrastructure; and*
- vi) *appropriate provision shall be made to meet biodiversity net gain requirements as part of a wider network in the Trent Valley; and*

- vii) *the proposal shall not increase the surface water run-off rate from the site and shall not increase flood risk elsewhere; and*
- viii) *any new built development, other than that required for flood mitigation or recreation purposes, shall be limited to the area to the north of the Derby-Crewe railway line; and*
- ix) *the area to the south of the Derby-Crewe railway line shall be reserved for blue and green infrastructure and shall be made publicly accessible for recreational purposes; and*
- x) *provision shall be made for convenient and safe access to the site on foot, by cycle and by public transport (potentially including passenger rail if feasible), including Key and Local Cycle Network routes connecting to population centres and bus services connecting to Willington railway station and population centres, including Swadlincote.'*

(2) INF4 (Transport Infrastructure Improvement Schemes), includes the following text:

'A The Council will work with partners to deliver the following transport schemes:

- i) *South Derby Integrated Transport Link phase 1 and new A50 junction*
- ii) *A50 junction with the A38 improvement scheme*
- iii) *A50 junction with the A514 improvement scheme*
- iv) *Walton-on-Trent Bypass*
- v) *Swarkestone Causeway Bypass*

B Where required to mitigate the transport impacts of the development, the Council will seek to negotiate financial contributions toward these schemes. Proposals that would prejudice their implementation will not be permitted.

C In determining the detailed alignments and designs of these schemes regard shall be had to the following:

- vi) *Minimising the impact on natural and built environment assets*
- vii) *Taking full account of active travel routes along, or affected by, the schemes;*
- viii) *Providing for the needs of pedestrians, cyclists and people with impaired mobility;*
- ix) *Mitigating any potential flood risk impact.*

D The indicative alignments of:

- I. *the South Derby Integrated Transport Link Phases 1 and 2, and new A50 junction and*
- II. *the Walton-on-Trent Bypass, as shown on the Policies Map, shall be safeguarded against development that could compromise their delivery.*

(d) Strategic Infrastructure needed to deliver EMIP

- (i) The EMF IDP will set out the Strategic Infrastructure which is needed to deliver EMIP and which all development proposed within EMIP will be expected to contribute towards (or deliver, in appropriate cases). At

this stage the Strategic Infrastructure which has been identified in relation to EMIP on an indicative basis is as follows:

- (1) M1 J24 Improvement Schemes, which comprise the following 4 packages of works:
 - (A) Package 1: M1 South to A50 West Slip Road (the construction of a new A50 slip road and underbridge; closure of existing A50 dedicated left-turn at M1 Junction 24; provision of new A453 dedicated left-turn onto A50; and weaving alterations to M1 Junction 24 southbound exit slip road);
 - (B) Package 2: Finger Farm roundabout and northbound M1 Management (at grade signalisation and enlargement of roundabout; installation of M1 northbound “smart” weaving monitoring system; and control of priority between J23a and 24 exits usage);
 - (C) Package 3: M1/A50 north to A453 dedicated left turn (construction of A453 underbridge & Derby link road; diversion of Quarry signalised site exit road; provision of M1/A50 dedicated left-turn onto A453; and provision of Derby Road roundabout for housing access); and
 - (D) Package 4: A453 East to M1 South dedicated left-turn (construction of Kegworth link road and overbridges; closure of Derby Road and southbound entry slip at M1 J24; provision of A453 dedicated left-turn onto M1; and M1 southbound “smart” merge monitoring or widening to five lanes.)

These packages of works are shown on the plan at Appendix 5. Please note that, unlike the other strategic infrastructure listed below which is required by EMIP only, these are required by all the EMF Sites;

- (2) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan; and
- (3) Provision of public access for recreation on land to the south of the Derby-Crewe railway line.

(e) Site Specific infrastructure which may be relevant to EMIP:

- (i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in EMIP, depending upon the development proposal. It will vary from one development parcel to another within EMIP, but may include site specific public access arrangements to land to the south of the Derby-Crewe railway line.

(f) Site-wide strategy for remediation and/or ground condition works as part of appropriate phasing of the EMIP development

- (i) As part of the appropriate phasing of development on the EMIP site, any remediation and/or ground condition works shall be delivered on the EMIP site as part of an approved site-wide strategy, including appropriate remediation and/or ground condition works cost

apportionment between development parcels within EMIP to be on an equitable and proportionate basis regardless of when those development parcels come forward in order to help ensure an appropriate comprehensive development of the EMIP site.

1.17.2 The East Midlands Airport and Gateway Industrial Cluster (EMAGIC)

(a) Background:

- (i) EMAGIC comprises 2 main sites located to the north and south of East Midlands Airport, as well as two distinct plots of land on the Airport's operational apron designated as part of the tax site, which together cover 160 hectares. EMAGIC is shown outlined in red on the plan at Appendix 2. This total designation includes East Midlands Gateway Phase 1 (**EMG1**), which lies north of the airport and comprises the rail freight terminal and large logistics/warehousing development which was granted consent (by way of DCO) in 2016 and has been substantially completed by SEGRO. The land south of the Airport within the EMAGIC tax site is the subject of two development proposals:

- (1) East Midlands Gateway Phase 2 (**EMG2**), which lies south of the airport and is the subject of a DCO application which was submitted by SEGRO in November 2025 and will comprise further logistics and advanced manufacturing development; and
- (2) The land between the Airport and Hyam's Lane within the EMAGIC site allocation, which is the subject of a separate outline planning application (ref no. 24/00727/OUTM) submitted by Manchester Airports Group (**MAG**) as landowner with the support of their development partner Prologis. This development proposal also comprises logistics and advanced manufacturing development.

(b) Adopted policy:

- (i) North West Leicestershire Local Plan (2021 – adopted 2017 but subject to Partial Review in 2020) includes the following policies:

- (1) Policy Ec1 (Employment provision: permissions) which references the planning permission for a Strategic Rail Freight Interchange on land north of East Midlands Airport/west of Junction 24 of the M1 (site EC1d on the policies map) and affirms support for its renewal should permission lapse. The Strategic Rail Freight Interchange has since been delivered, although it is noted that a Material Change Order (MCO) was submitted in November 2026 and will be considered concurrently with the EMG2 DCO.

- (2) Policy Ec4 (East Midlands airport) which recognises that:

'(1) The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity or capability:

(a) Is limited to that necessary to support an airport capable of handling up to 10 million passenger and 1.2 million tonnes of cargo per year; and

- (b) Incorporates measures that will reduce the number of local residents affected by noise as a result of the airport's operation, as well as the impact of noise on the wider landscape; and*
- (c) Incorporates measures to ensure that local air quality satisfies relevant standards; and*
- (d) Is accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger); and*
- (e) Will protect and enhance heritage assets within the vicinity of the airport;'*

- (3) Policy Ec5 (East Midlands Airport: Safeguarding) which states as follows:

'(1) Development which would adversely affect the operation, safety or planned growth of East Midlands Airport will not be permitted.

(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation with East Midlands Airport is required on the following proposals:

- (a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;*
- (b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;*
- (c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;*
- (d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;*
- (e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:*
 - (i) significant landscaping or tree planting;*
 - (ii) minerals extraction or quarrying;*
 - (iii) waste disposal or management;*
 - (iv) reservoirs or other significant water bodies;*
 - (v) land restoration schemes;*
 - (vi) sewage works;*
 - (vii) nature reserves;*
 - (viii) bird sanctuaries.*
- (f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.'*

- (4) IF1 (Development and Infrastructure), which states that:

'Development will be supported by, and make contributions to as appropriate, the provision of new physical, social and green infrastructure in order to mitigate its impact upon the environment and communities. Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule in to effect.

The type of infrastructure required to support new development includes, but is not limited to:

- (a) Affordable housing; and*
- (b) Community Infrastructure including education, health, cultural facilities and other public services; and*
- (c) Transport including highways, footpaths and cycleways, public transport and associated facilities; and*
- (d) Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value; and*
- (e) The provision of superfast broadband communications; and*
- (f) Utilities and waste; and*
- (g) Flood prevention and sustainable drainage.*

The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure.

In negotiating the provision of infrastructure the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification. The District Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.'

- (5) IF4 (Transport infrastructure and new development), which states:

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

(2) New development will be expected to maximise accessibility by sustainable modes of transport, having regard to the nature and location of the development site, and contribute towards improvement of the following where there is a demonstrable impact as a result of the proposed development:

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

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

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

(3) Where new development has a demonstrable impact upon the highway network contributions towards improvements will be sought commensurate with the impact. The following specific highway improvements are identified 92 as priorities:

(a) Strategic road improvements

- J22 of M1*
- J13 of A42*

(b) Local road improvements

- the A511 corridor between J22 of the M1 and J13 of the A42.'*

(c) Emerging policy:

(i) The draft North West Leicestershire Local Plan (2025) is at Regulation 18 stage. This draft plan does not include employment allocations, which are to be included in the Regulation 19 draft of the new plan, due to be published in summer 2026. In advance of that publication, the local planning authority has consulted upon Additional Proposed Housing and Employment Allocations in March-April 2025. EMAGIC will be included in the Regulation 19 draft of the local plan.

(ii) The Regulation 18 draft of the North West Leicestershire Local Plan includes the following policies:

(1) Policy Ec8 (East Midlands Airport), which states:

'(1) The growth of East Midlands Airport will be supported to enable it to fulfil its role as a regional airport.

(2) Within the airport limit, as defined on the Policies Map, development will be limited to the following uses:

(a) Operational facilities and infrastructure; and

(b) Passenger and terminal facilities; and

(c) Cargo facilities; and

(d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and

(e) Landscape works; and

(f) Internal highways and infrastructure; and

(g) Improvements to public transport and airport customer car parking

(3) New development that gives rise to a material increase in airport capacity or capability will be required to:

(a) Incorporate measures to ensure that the impact of noise on local residents satisfies relevant standards; and

(b) Incorporate measures to ensure that local air quality satisfies relevant standards; and

(c) Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations; and

(d) Be accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger).'

- (2) Policy Ec9 (East Midlands Airport: Safeguarding), which states:

‘(1) Development which would adversely affect the operational integrity or safety of East Midlands Airport will not be permitted.

(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation will be undertaken with East Midlands Airport for the following proposals:

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

(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;

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

(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;

(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:

(i) significant landscaping or tree planting;

(ii) minerals extraction or quarrying;

(iii) waste disposal or management;

(iv) reservoirs or other significant water bodies;

(v) land restoration schemes;

(vi) sewage works;

(vii) nature reserves;

(viii) bird sanctuaries.

(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.

(g) Proposals for large-scale solar photovoltaic arrays which have the potential to generate glint and glare, particularly in the immediate vicinity of the airport and of the airport approach and departure paths.’

- (d) Strategic Infrastructure needed to deliver EMAGIC;

- (i) The EMF IDP will set out the Strategic Infrastructure which is needed to deliver EMAGIC and which all development proposed within EMAGIC will be expected to contribute towards (or deliver, in appropriate cases). At this stage the Strategic Infrastructure which has

been identified in relation to EMAGIC on an indicative basis is as follows:

- (1) M1 J24 Improvement Schemes as set out above. Please note that, unlike the other strategic infrastructure listed below which is required by EMAGIC only, these are required by all the EMF Sites;
- (2) Transport improvements to M1 J24, 23a and others;
- (3) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan; and
- (4) Strategic landscape and visual mitigation measures including to address heritage.

(e) Site Specific infrastructure which may be relevant to EMAGIC:

- (i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in EMAGIC, depending upon the development proposal. It will vary from one development parcel to another within EMAGIC but may include, for example, site-specific transport measures, walking and cycling improvements and a site specific travel plan and may include site-specific landscape and visual mitigation measures.

1.17.3 The Ratcliffe on Soar Power Station site (Ratcliffe):

(a) Background:

- (i) This is a 273 hectare site, largely (but not wholly) designated as an EMF tax site, with a net developable area of around 128 hectares for new employment and related development. It is shown outlined in red on the plan at Appendix 3. It is the site of a coal-fired power station which closed for operational purposes in September 2024. The aim is to transform this site into a zero-carbon manufacturing and technology hub. A Local Development Order (**LDO**) relating to this site was adopted by Rushcliffe Borough Council in July 2023. The LDO allows for the creation of an industrial park focused on – but not limited to – advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation, and energy storage. The LDO grants planning permission for the site's development in accordance with the conditions applied to the Order and the other provisions contained within it.

(b) Adopted policy:

- (i) The adopted Local Plan for Ratcliffe was adopted in 2014, well before the creation of EMF was announced by the Government. It therefore reflects the situation at the time, when Ratcliffe on Soar Power Station was still operational.

- (ii) Rushcliffe Borough Council Local Plan (adopted 2014). Part 1: Rushcliffe Core Strategy, includes the following policies:

- (1) Policy 5 (Employment Provision and Economic Development), which includes the following:

'The economy will be strengthened and diversified with new floorspace being provided (across all employment sectors) to meet restructuring modernisation and inward investments needs. This will be achieved by...

(5) Encouraging economic development associated with ...other Centres of Excellence in Rushcliffe such as Ratcliffe on Soar Power Station...'

The supporting text to this policy states (paragraph 3.5.21) that, *'Proposals for new sustainable development, changes of use or redevelopment of existing buildings within these locations will be favourably considered.'*

- (2) Policy 18 (Infrastructure), which includes the following:

'1. New development must be supported by the required infrastructure at the appropriate stage. Rushcliffe will work in partnership with other Greater Nottingham local authorities, infrastructure providers, grant funders, the development industry and other delivery agencies in seeking the provision of necessary infrastructure to support new development.

2. Contributions will be sought from development proposals which give rise to the need for new infrastructure.'

This policy references the existing IDP, but this will be superseded for Ratcliffe by the EMF SPD.

- (3) Policy 19 (Developer Contributions) states as follows:

'1. All development will be expected to:

a. Meet the reasonable cost of new infrastructure required as a consequence of the proposal;

b. Where appropriate, contribute to the delivery of necessary infrastructure to enable the cumulative impacts of developments to be managed, including identified transport infrastructure requirements; and

c. Provide for the future maintenance of facilities provided as a result of the development.

2. The Council intends to introduce a Community Infrastructure Levy (CIL) to secure infrastructure that has been identified as necessary to support new development and to achieve Core Strategy objectives.

3. Prior to the implementation of a CIL, and following implementation where it remains appropriate, planning conditions and obligations will be sought to secure all new infrastructure necessary to support new development either individually or collectively.'

- (c) Emerging policy:

- (i) The draft Greater Nottingham Strategic Plan (publication draft, March 2025) has been prepared by Rushcliffe Borough Council with Broxtowe

Borough Council and Nottingham City Council, as a combined Local Plan. It was submitted for examination on 22 December 2025. It includes the following relevant policies:

- (1) Policy 32 (Strategic Allocation Former Ratcliffe on Soar Power Station), which states:

1. The area, as shown on the adopted policies map, is identified as a strategic site for employment development, including strategic distribution, for the purposes of delivering an industrial park focused on advanced manufacturing (including technology needed to transition to net-zero), green and low-carbon energy generation and energy storage. The design and layout of the entire site will be determined through a masterplanning process. The development shall be appropriately phased to take into account provision of necessary infrastructure, including improvements to the strategic and local highway network and public transport network. The indicative distribution of the proposed uses is identified on Figure 32.1.

2. The development will be subject to the following requirements:

A. Employment

1. The provision of new buildings is limited to 810,000 square metres (gross floor area).

2. Uses on the Southern Area (land south of A453) are limited to: Energy Generation and Storage; and Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition.

3. Uses on the Northern Area (land north of A453) are limited to: Energy Generation and Storage; Advanced Manufacturing and Industrial (Class E(g)(iii) & B2) producing technology or using technology to deliver the net-zero transition; Data Centres; Logistics (Class B8); Research and Development; Offices (Class E(g) (i) and (ii)); and Education (Skills and Training) (Class F.1(a)).

4. The provision of Logistics (Class B8) on the Northern Area is limited to a maximum of 180,000 square metres (gross floor area).

5. The provision of Offices (Class E(g) (i) & (ii)) on the Northern Area is limited to a maximum of 50,000 square metres (gross floor area) and provision should be located in proximity to the East Midlands Parkway Station.

6. Training opportunities should be provided for as part of the development.

B. Neighbourhood centre

7. A neighbourhood centre including community facilities of an appropriate scale should be provided to serve the needs of occupiers on the site and be located in close proximity to the East Midlands Parkway Station.

8. The neighbourhood centre can include the provision of one hotel (Class C1) not exceeding 150 beds.

C. Ground-mounted solar power generation

9. Provision of up to 10 hectares of ground mounted solar power generation and which should be located adjacent to the northern boundary of the Northern Area (land north of the A453).

D. Transportation

10. Improvements to road infrastructure necessary to mitigate adverse traffic impacts and serve the new development, including improvements to the A453 and likely improvements to Junction 24 of the M1 and local roads.

11. Provision of appropriate walking and cycling facilities and public transport links through and beyond the site.

12. Retention and use of the site's existing freight rail line and associated service / loading yards.

13. Provision of direct pedestrian access from the site to East Midlands Parkway Station.

14. Implementation of a Sustainable Transport Strategy, a Site Wide Travel Plan and Plot Specific Travel Plans.

E. Other Requirements

15. Protection of the safe operation of aircraft using East Midlands Airport.

16. Utilisation of any remaining fly ash resource, comprising pulverised fuel ash (PFA) and furnace bottom ash (FBA), where reasonably practicable and commercially viable.

17. Sewage and off-site drainage improvements.

18. An appropriate sustainable drainage system.

19. A high quality built environment, including public spaces, to create a distinctive character that responds positively to the site, relates well to the surroundings, and gives consideration to the most appropriate sustainable methods of construction.

20. The creation and enhancement of green infrastructure which links to the wider green infrastructure network, which has regard to the Greater Nottingham Landscape Character Assessment, and provides for biodiversity enhancements.

21. The retention and creation of significant Green Infrastructure areas and buffers, particularly on the eastern boundary of the Northern Area (north of the A453) and on all boundaries of the Southern Area (south of the A453).

22. Planning permission will not be granted for manufacturing uses which would have an adverse air quality impact upon any European site for nature conservation including the possible potential Special Protection Area, either alone or in combination with other pollution sources such as traffic.

23. Provision of contributions for local infrastructure, including facilities and services that are essential for development to take place or which are needed to mitigate the adverse impact of development will be secured through Planning Obligations in line with Policy 18.

(2) Policy 18 (Development Contributions for Infrastructure), states:

1. New development must be supported by the required infrastructure at the appropriate stage.

2. All development will be expected to:

a) meet the costs of new infrastructure required as a consequence of the proposal;

b) contribute to the delivery of necessary infrastructure to enable any cumulative impacts of the development to be managed, including identified transport infrastructure requirements; and

c) provide for the future maintenance of facilities provided as a result of the development.

3. Developer contributions may be negotiated to take account of situations where development is phased over time, or where there are significant changes in economic conditions over the period up to completion of a development, to ensure development contributes appropriately to necessary infrastructure.

4. There are known infrastructure and capacity constraints, in particular related to transport, education, open space, health and flood risk. Further detailed assessment of these issues will be required, as set out through future plan preparation, Supplementary Plans and / or masterplans.

(d) Strategic Infrastructure needed to deliver Ratcliffe

(i) The EMF IDP will set out the Strategic Infrastructure which is needed to deliver Ratcliffe and which all development proposed within Ratcliffe will be expected to contribute towards (or deliver, in appropriate cases). At this stage the Strategic Infrastructure which has been identified in relation to Ratcliffe on an indicative basis is as follows:

- (1) M1 J24 Improvement Schemes as set out above. Please note that, unlike the other strategic infrastructure listed below which is required by Ratcliffe only, these are required by all the EMF Sites;
- (2) Strategic transport improvement works; and
- (3) Strategic sustainable Transport Measures, Walking and Cycling Improvements and Site Wide Travel Plan.

(e) Site Specific infrastructure which may be relevant to Ratcliffe

(i) Site Specific infrastructure is infrastructure that may be required in relation to a particular development proposal in Ratcliffe, depending upon the development proposal. It will vary from one development parcel to another within Ratcliffe, but may include, for example, site-specific transport measures, walking and cycling improvements and a site specific travel plan.

(f) Site-wide strategy for remediation and/or ground condition works as part of appropriate phasing of the Ratcliffe development

(i) As part of the appropriate phasing of development, remediation and/or ground works shall be delivered on Ratcliffe as part of an approved site-wide strategy, including appropriate remediation and/or ground condition works cost apportionment between development parcels within Ratcliffe to be on an equitable and proportionate basis regardless of when those development parcels come forward in order to help ensure a comprehensive development of the Ratcliffe site.

1.18 **Community Infrastructure Levy**

1.18.1 There is no Community Infrastructure Levy (**CIL**) charging schedule in force in South Derbyshire District or North West Leicestershire District, so neither EMIP nor EMAGIC are subject to CIL.

- 1.18.2 There is a CIL charging schedule in force in Rushcliffe Borough Council. Ratcliffe falls within Zone 5 of that schedule for residential development (excluding apartments) where a current CIL rate of £100 per square metre applies. CIL also applies in Ratcliffe in relation to general retail A1-A5 (excluding food supermarket) at a current rate of £50 per square meter and to food supermarket A1 at a current rate of £100 per square metre.

2. DELIVERY STRATEGY

Framework Section 106 Agreement

- 2.1 A mechanism is needed to ensure that the Strategic Infrastructure (including that which is required by the development of the EMF Sites collectively and that which is required only in relation to one or two of the EMF Sites), is delivered in a coordinated manner and that each development parcel within any of the EMF Sites, or the Strategic Allocation Sites, or Other Benefitting Development, contributes towards the Strategic Infrastructure, as identified in the EMF IDP, on an equitable and proportionate basis regardless of when those development parcels come forward.
- 2.2 The Local Planning Authorities consider that a key mechanism for ensuring this objective is achieved will be via “a framework Section 106 agreement”, as explained below.
- 2.3 The format of the framework Section 106 agreement will be developed by the Local Planning Authorities jointly and used as a base template document for all Section 106 agreements relating to the development of any land parcel within any of the EMF Sites (save exempt development referred to in paragraph 2.7 below). It will also, where appropriate, be used for Section 106 agreements relating to the development of Strategic Allocation Sites or Other Benefitting Development and references in the remainder of this paragraph 2 to the ‘SPD Sites’ shall mean the EMF Sites, the Strategic Allocation Sites and Other Benefitting Development sites.
- 2.4 The format of the framework Section 106 agreement is expected to be broadly the same across the SPD Sites, but the draft will be refined for each SPD Site, to reflect the different Strategic Infrastructure (and Site Specific Infrastructure) which that SPD Site is expected to contribute towards, as set out in the EMF IDP and explained in paragraph 1 above.
- 2.5 The framework Section 106 agreement will provide a ‘base’ or template draft Section 106 agreement for all development parcels coming forward within each of the SPD Sites which each of the Local Planning Authorities will utilise when negotiating Section 106 agreements relating to those development parcels.
- 2.6 Landowners and developers of land within any of the SPD Sites will be expected to enter into a framework Section 106 Agreement in connection with any development proposal (save exempt development referred to in paragraph 2.7 below.) They will also be expected to enter into equalisation agreements in relation to works in kind (where necessary) and in relation to land on which Strategic Infrastructure is being delivered, so that land values across each SPD Site are equalised and the cost of providing land on which Strategic Infrastructure is located (and such land therefore not being available for development as a result) is shared fairly and proportionately amongst all landowners and developers regardless of where that Strategic Infrastructure is located within the SPD Site – see paragraph 2.9.4 below.
- 2.7 Development of any part of the SPD Sites consisting of:
- 2.7.1 less than 1,000 square metres of non-residential development (save where a larger parcel of land has been sub- divided into proposed developments consisting of less than 1,000 square metres of non-residential development); or
 - 2.7.2 (where applicable) less than 10 dwellings (save where a larger parcel of land has been sub-divided into proposed developments consisting of less than 10 dwellings) or development consisting of a replacement dwelling or dwellings
- shall not be expected to enter into a framework Section 106 agreement.
- 2.8 The framework Section 106 agreement will contain a “Part A” dealing with Strategic Infrastructure (expected to be included consistently for each application for development within the relevant SPD Site, save where minor specific adjustments are allowed) and “Part B” dealing with Site Specific

Infrastructure and any required remediation works (which will be bespoke for each proposed development site, although the approach taken to particular infrastructure should be expected to be consistent across the relevant SPD Site within which the proposed development is located).

2.9 Part A of the framework Section 106 agreement will include the following provisions:

2.9.1 Payment of Strategic Infrastructure contributions:

- (a) Developers will be expected to make Section 106 contributions (under Section 106 of the Town and Country Planning Act 1990, as the same may be amended or replaced) towards Strategic Infrastructure save where works in kind have been agreed and allowed in lieu of those contributions (see paragraph 2.9.2 below.)
- (b) The Strategic Infrastructure costs will be identified in the EMF IDP, which will be consulted upon and adopted to inform this SPD.
- (c) The amount of Section 106 contributions payable towards Strategic Infrastructure shall be informed by an allocation wide assessment of Strategic Infrastructure costs across all of the EMF Sites and Strategic Allocation Sites and viability testing to ensure that that Strategic Infrastructure can be delivered as part of policy-compliant development of the EMF Sites and Strategic Allocation Sites.
- (d) The amount of Section 106 contributions payable towards Strategic Infrastructure shall be determined by the Local Planning Authorities on a consistent and proportionate basis across the SPD Sites and in accordance with regulation 122 of the Community Infrastructure Levy Regulations 2010 (as the same may be amended or replaced).
- (e) The EMF IDP or framework Section 106 Agreement will include triggers for payment for each Strategic Infrastructure contribution, reflecting the timescale within which that infrastructure needs to be delivered.
- (f) The Strategic Infrastructure contributions set out in each individual Section 106 Agreement will be subject to review when the EMP IDP is updated (except during a 'grace' period when they may not be reviewed to allow developers to implement – or sell - with cost certainty.) They will also be subject to (a) indexation calculated from the date of the relevant Section 106 Agreement and (b) interest in the event of late payment.
- (g) The EMF IDP may be updated by the Local Planning Authorities from time to time – see paragraph 1.7 above.
- (h) The Strategic Infrastructure contributions may be paid in instalments to be agreed in the relevant Section 106 agreement and the payment date(s) for payment contributions will also be agreed in the relevant Section 106 agreement.
- (i) The Strategic Infrastructure contributions may be paid into 'pots' which may fund either a single item of Strategic Infrastructure or multiple items of Strategic Infrastructure, at the Local Planning Authority's discretion (or the discretion of the highways authority in relation to highways contributions).
- (j) The Strategic Infrastructure contributions shall be payable, where relevant, where the Strategic Infrastructure has been built or provided as at the date the relevant Section 106 agreement is entered into, in order to ensure a proportionate contribution is made by all non-exempt development within the SPD Sites.

- (k) Early delivery of certain items of Strategic Infrastructure may be beneficial or necessary in order to enable or encourage development. Where a third party (including an early developer within any of the SPD Sites) has forward funded any such item the Section 106 agreement will acknowledge that the Local Planning Authority may pay any Section 106 contributions collected relating to that item of Strategic Infrastructure to the third party delivering that infrastructure.

2.9.2 Works in kind:

- (a) The Local Planning Authorities may, in relation to some items of Strategic Infrastructure, be open to discussing the possibility of a developer delivering works in kind and paying a reduced Section 106 contribution towards the relevant Strategic Infrastructure item as a result or making an adjustment to other Section 106 contributions, where appropriate, but it shall be at the discretion of the relevant Local Planning Authority (or highways authority where the relevant infrastructure is highways infrastructure) whether or not to permit any works in kind, bearing in mind all relevant circumstances.
- (b) Any developer proposing to carry out works in kind is encouraged to discuss their proposals with the Local Planning Authority, highways authority (where the relevant infrastructure is highways infrastructure) and other landowners in the SPD Site (or SPD Sites where the Strategic Infrastructure is relevant to more than one SPD Site) at the earliest possible opportunity - the Local Planning Authority will expect such discussions to have taken place prior to the submission and determination of any planning application.
- (c) Where a developer proposes to carry out works in kind the developer shall provide the relevant Local Planning Authority with a Site-wide deliverability appraisal which shall reflect any equalisation agreements entered into by them with other landowners/developers (relating to how the landowner will be compensated by other landowners in respect of the proposed works in kind – see paragraph 2.9.4 below), a proposal of any anticipated equalisation agreements and the proposed delivery arrangements for the relevant Strategic Infrastructure, including the nature, scale and timing of delivery and the estimated costs of delivery.
- (d) Where the Local Planning Authority, or highways authority as the case may be, does permit works in kind the developer will be expected to obtain the approval of the Local Planning Authority (and highways authority in the case of highways infrastructure) to the detailed design of those works, obtain all necessary consents and enter into all statutory agreements required. The relevant Local Planning Authority (or highways authority where the relevant infrastructure is highways infrastructure) will also require collateral warranties and step in rights and may require additional security and/or remedies (such as bonds), to protect the Local Planning Authority or highways authority as the case may be against the developer's failure to complete the works in kind, to ensure the delivery of that infrastructure when it is needed. The developer will manage and maintain the works in kind for an agreed period and then (generally) be expected to transfer the ownership of such works (including the freehold ownership of the land on which the works are built) to the Local Planning Authority, or highways authority in the case of highways infrastructure or another relevant body as the Local Planning Authority or highways authority may direct, when required by the Local Planning Authority.

2.9.3 Strategic Infrastructure land:

- (a) Strategic Infrastructure contributions will not be reduced where land is provided for strategic infrastructure.

- (b) For the purposes of calculating the relevant Strategic Infrastructure costs, it shall be assumed that the land on which Strategic Infrastructure is located will be transferred to the relevant Local Planning Authority (or highway authority, National Highways or other body where appropriate) for nil value.
- (c) Landowners and developers may enter into equalisation agreements between themselves in order to equalise land values (so that a landowner on whose land Strategic Infrastructure is located is compensated by other landowners who benefit from that Strategic Infrastructure).

2.9.4 Equalisation:

Where the Local Planning Authority (or highways authority in the case of highways infrastructure) confirms that there is a need for a landowner/developer ('Developer A') entering into the Section 106 agreement to enter into an equalisation agreement with another allocation area landowner/developer ('Developer B') because Developer B is delivering Works in Kind or providing Strategic Infrastructure land then the framework Section 106 Agreement may provide that Developer A shall use reasonable endeavours to enter into that equalisation agreement and if it is not entered into within a reasonable period of time (which the Local Planning Authority shall specify) Developer A shall agree on written request from Developer B to submit to dispute resolution (arbitration or expert determination, as the Local Planning Authority shall decide) and the arbitrator or expert shall determine how equalisation may be achieved following which Developer A shall enter into an equalisation agreement with Developer B in accordance with the arbitrator or expert's determination.

2.9.5 Access:

The landowner shall permit (at nil cost) access to such part of its application site as may be needed for the relevant Local Planning Authority (or a developer) to carry out and complete any Strategic Infrastructure works. The developer of any development parcel forming part of the SPD Sites shall design their development to facilitate vehicular and (where relevant) pedestrian, cycleway and bridleway access to adjacent parcels of land to ensure site-wide connectivity and so that development of each SPD Site (or SPD Sites where they lie adjacent to each other) moves forward on a comprehensive basis.

2.9.6 Repayment of forward funding:

The framework Section 106 agreement shall include an acknowledgement that Strategic Infrastructure contributions may be used to repay relevant bodies or developers for any infrastructure that has been forwarded funded (including any repayment or recovery and recycling obligations.)

2.9.7 Reimbursement of contributions:

To the extent that there is any surplus in the Strategic Infrastructure funds once the relevant Strategic Infrastructure has been built the Local Planning Authorities will act consistently in deciding whether or not to reimburse such funding and such provisions shall form part of any framework Section 106 Agreement. Any reimbursement will be proportionate and subject to the development to which it relates being policy-compliant and all other infrastructure needs of that development having been met; if not then any reimbursement monies due in respect of that development may first be applied by the relevant Local Planning Authority towards making that development policy-compliant.

2.9.8 Community infrastructure levy:

The framework Section 106 agreement shall include a provision that if CIL were to be introduced which applied to any of the SPD Sites, the framework Section 106 Agreement would be adjusted so that there would be no increased financial burden on landowners or developers of land within the allocation site as a result.

2.9.9 Future planning law:

The framework Section 106 agreements will deal with the principle of there being no increased financial burden on landowners or developers if new planning legislation is brought into force which introduces a new levy in full or partial replacement of Section 106 agreements.

2.9.10 Section 106 monitoring fees:

The relevant Local Planning Authority and the relevant highways authority will charge a proportionate and reasonable monitoring fee.

Other considerations relevant to the delivery of the Strategic Infrastructure:

2.10 Conditions:

In appropriate cases the relevant Local Planning Authority may use pre-commencement and/or pre-occupation conditions on planning permissions to prevent development and/or occupation of relevant phases of the development in advance of the necessary Strategic Infrastructure being in place.

2.11 Statutory agreements:

In appropriate cases the relevant Local Planning Authority and highways authority may require conditions to form part of any planning permission or obligations in a Section 106 agreement requiring the landowners/developers to enter into highways agreements to secure adoption of any roads or other public rights of way forming part of the Strategic Infrastructure and/or any other planning or infrastructure agreements that may be required at the relevant time. All primary roads, secondary roads and other roads serving five or more dwellings within the site will be required to be built to adoptable standards and offered for adoption to the highways authority and (if it is agreed they will be adopted) dedicated as public highway.

2.12 Other Benefitting Development:

Where planning applications are made for development within the area shown on the plan at Appendix 4 but not lying within one of the EMF Sites or Strategic Allocation Sites and not being exempt development and such development will be unlocked by or significantly benefit from the Strategic Infrastructure being provided or funded by development within the EMF Sites (and, where applicable, Strategic Allocation Sites), that development may also be required by the relevant Local Planning Authority to contribute towards the costs of such Strategic Infrastructure via a Section 106 Agreement - the relevant Local Planning Authority shall determine on a case by case basis, in line with the statutory tests for planning obligations, whether such contributions or a proportion thereof, should be payable.

2.13 Viability:

2.13.1 Proposals should be designed in a way that accords with Local Plan policies, including the requirement to contribute towards Strategic Infrastructure costs in accordance with this SPD, the EMF IDP and other items that may be secured through Section 106 agreements, including affordable housing.

2.13.2 Where, in the opinion of a developer of land within any of the SPD Sites, their proposed development cannot meet Local Plan policy requirements and the requirements of this SPD

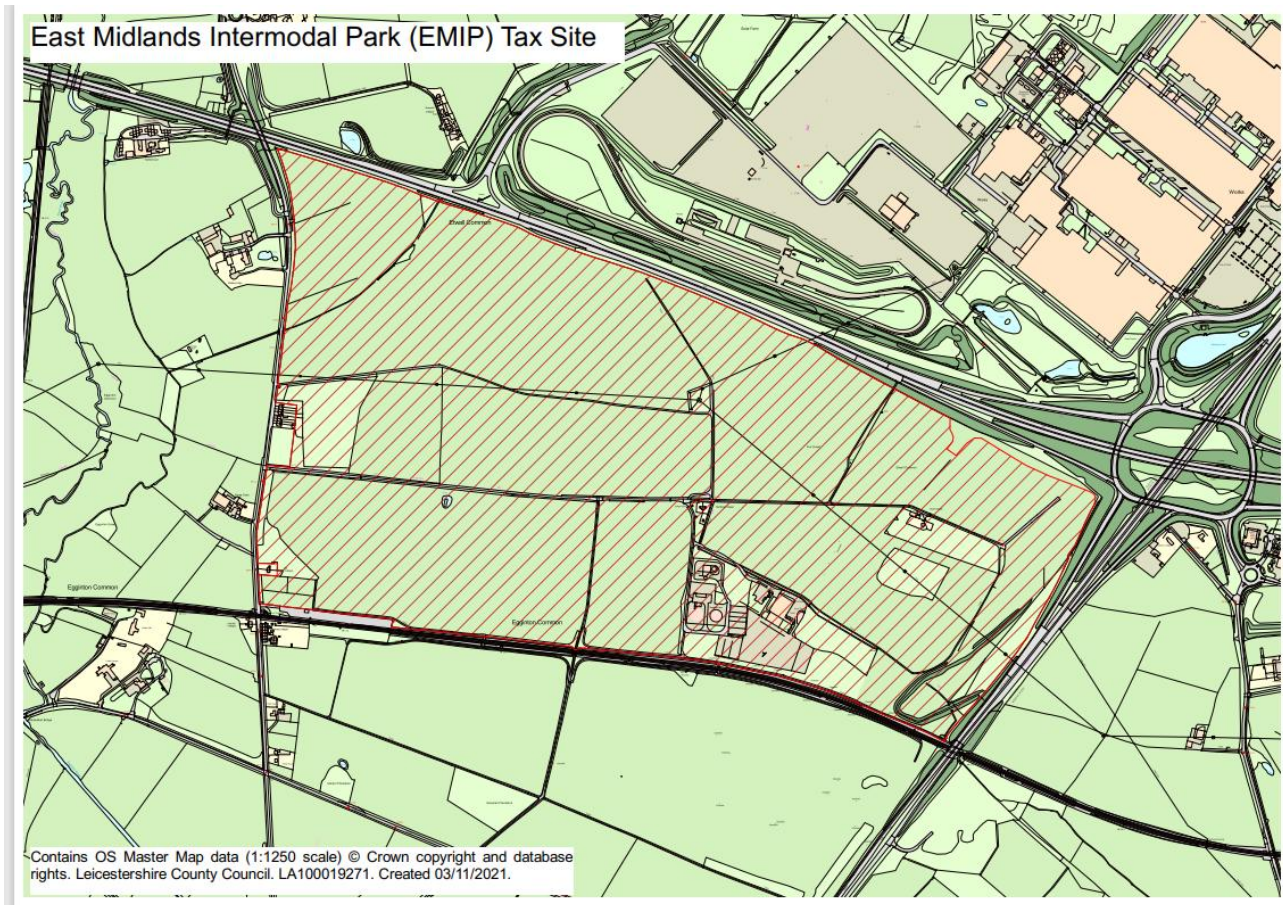
and the EMF IDP, the developer is required to robustly demonstrate that the development is clearly unviable by submitting a financial viability assessment (**FVA**) to the relevant Local Planning Authority.

2.13.3 All FVAs submitted by developers should contain the following information with supporting evidence:

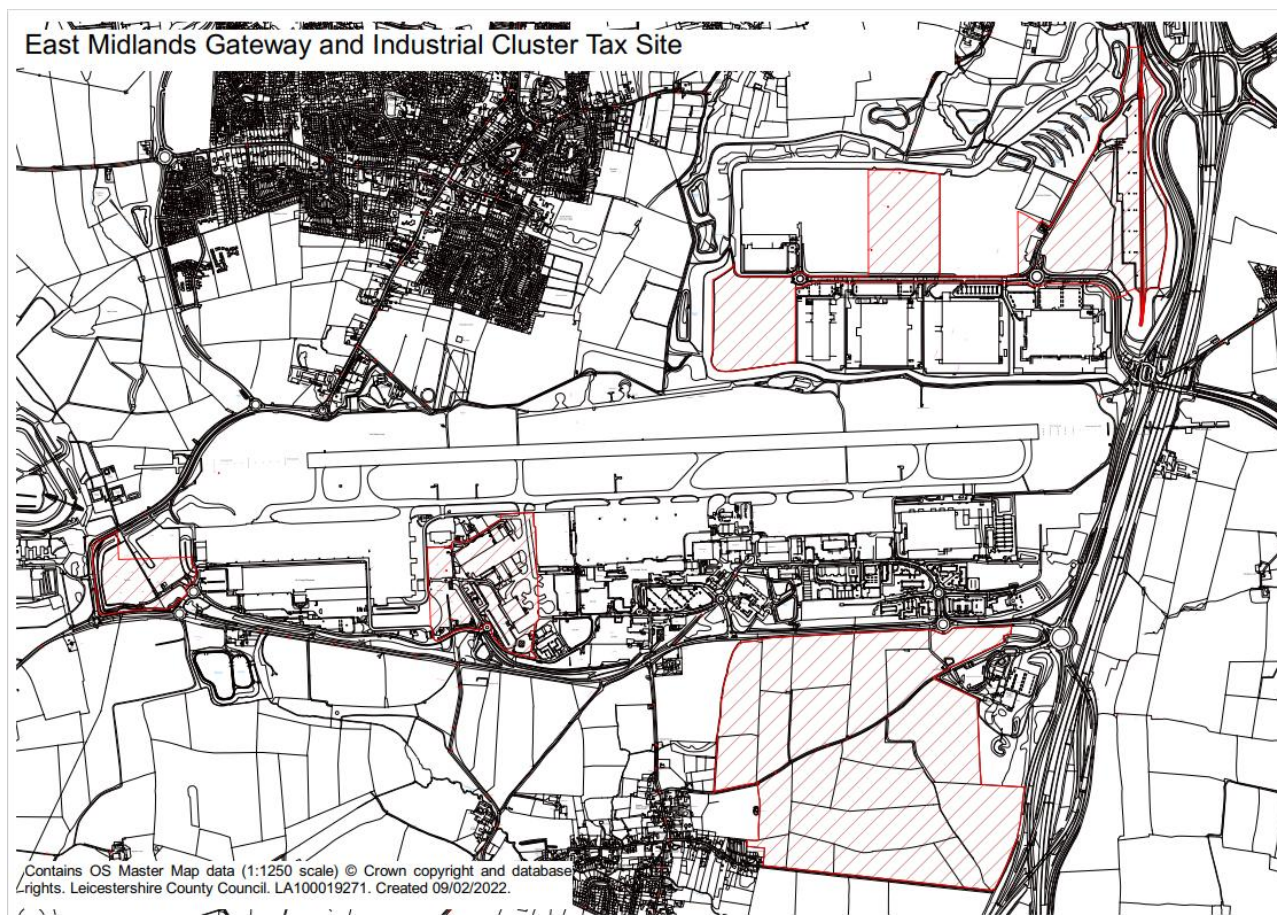
- (a) a summary of the main assessment assumptions (evidenced from an independent expert or source);
- (b) site or building acquisition cost (paid or anticipated or contracted to be paid) and existing use value (adopting relevant RICS Valuation Standards);
- (c) detailed construction costs and programme;
- (d) fees and other on costs;
- (e) projected sale (or letting as appropriate) prices of non-residential floorspace with evidence of the same;
- (f) (in relation to residential development) details of discussions with registered providers of affordable housing to inform the value of affordable housing assumed within the FVA;
- (g) gross and net margin;
- (h) other costs and receipts;
- (i) other relevant information dependent on the nature of the obligation(s) under discussion;
- (j) a summary clearly setting out the reasons that make a development proposal unviable; and
- (k) if applicable, any request to vary Section 106 agreements from those set out in the Local Plan and this SPD, and the EMF IDP such a request to state the proposed level of obligations and demonstrate why they are the maximum that can be provided, provided that such a request may only be made if all of the following have already been completed and a justificatory statement in respect of the same has been provided to the relevant Local Planning Authority:
 - (i) a review of all assumptions within the viability model with a view to improving viability, including land value, build and development costs, sales prices, phasing, funding (including borrowing costs) and legal, professional and marketing costs;
 - (ii) consideration of a reduction in the minimum anticipated developer profit for the scheme to offset any degree of non-compliance with Local Plan or SPD or EMF IDP requirements;
 - (iii) consideration of how growth assumptions (value increases over time) have been factored into the viability model; and
 - (iv) active exploration of available options for public sector funding which would enable the proposed development to be compliant with Local Plan or SPD or and EMF IDP requirements.

- 2.13.4 The FVA will be scrutinised by the relevant Local Planning Authority with advice from a suitably qualified external consultant and the reasonable cost of this external consultant is to be met by the developer who has submitted the FVA. If material changes are made to an application after submission that could affect scheme viability, a revised FVA will be required.
- 2.13.5 Where the Local Planning Authority is satisfied that Section 106 contributions or works required by the Local Plan policies and this SPD and the EMF IDP cannot be met in full on a particular development proposal due to financial viability, the Local Planning Authority may choose to:
- (a) reduce the Section 106 contributions towards Strategic Infrastructure payable pursuant to this SPD and the EMF IDP; and/or
 - (b) adjust the timetable for delivery of Strategic Infrastructure to be funded by those Section 106 contributions or provided in kind; and/or
 - (c) reduce or amend other planning obligations for that development proposal, provided that the relevant Local Planning Authority will continue to pay due regard to the objective of ensuring an equitable and proportionate apportionment of the costs of delivering Strategic Infrastructure for the Site(s).
- 2.13.6 The financial viability of development proposals may change over time due to the prevailing economic climate, including changing property values and construction costs. In all cases, therefore, where the relevant Local Planning Authority have agreed to any of the reduction or adjustment items set out in paragraph 2.13.5 such that the resultant planning obligations are below the level needed to fully fund or provide the Strategic Infrastructure and local infrastructure requirements for the allocation area or to comply with Local Plan policy requirements, the relevant Local Planning Authority will require a viability review of the relevant development with an updated FVA to be provided at appropriate intervals to determine whether greater or full compliance with this SPD, the EMF IDP and the Local Plan policy requirements can be achieved throughout the carrying out of the relevant development proposal.

APPENDIX 1 - EMIP PLAN



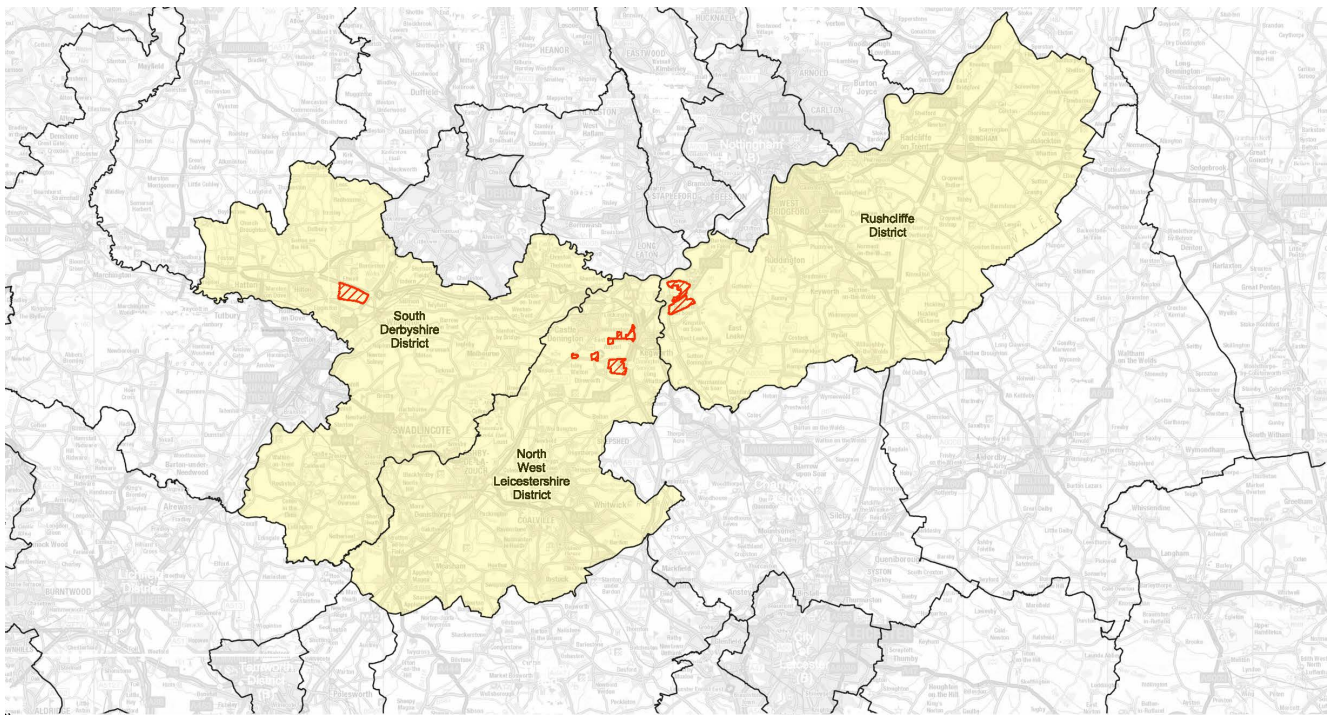
APPENDIX 2 - EMAGIC PLAN



APPENDIX 3 - RATCLIFFE PLAN



APPENDIX 4 – PLAN SHOWING AREA TO WHICH THIS SPD APPLIES



APPENDIX 5 – PLAN SHOWING M1 J24 IMPROVEMENT SCHEMES

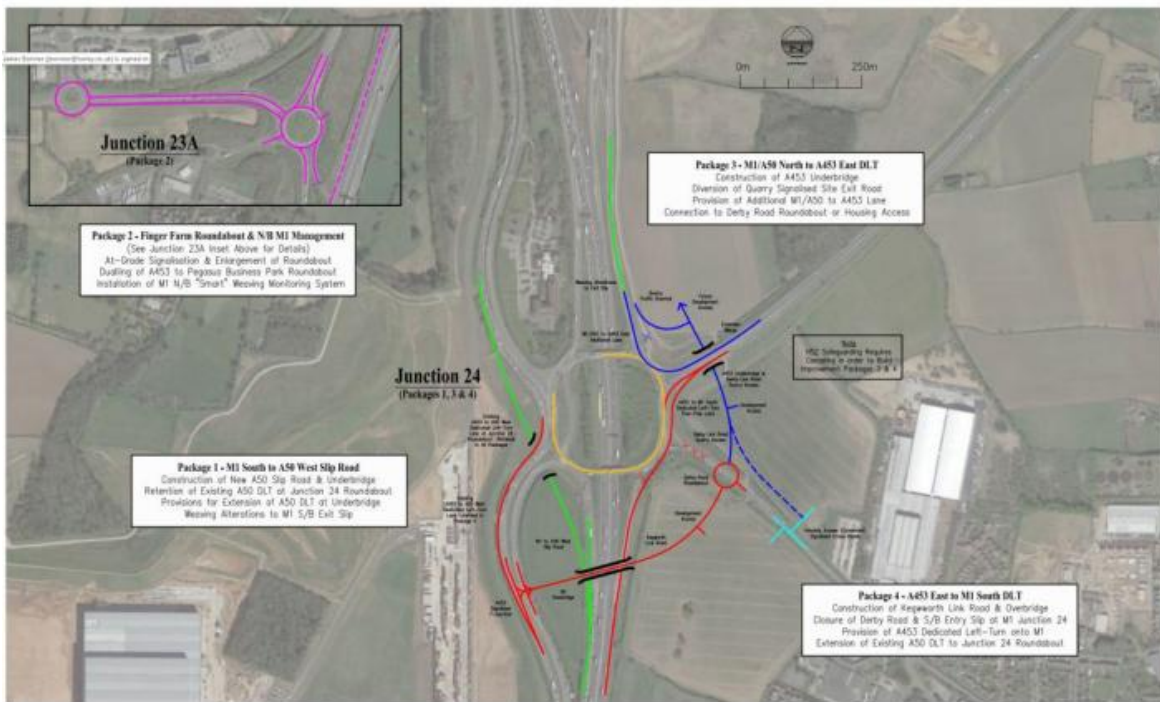


Figure 4: M1 J24 proposed highway improvements (source: Segro)

This page is intentionally left blank