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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6.00 pm on Wednesday, 17 January 2024
Location	Abbey Room, Stenson House, London Road, Coalville, LE67 3FN
Officer to contact	Democratic Services 01530 454512

AGENDA

Item		Pages
1	APOLOGIES FOR ABSENCE	
2	DECLARATION OF INTERESTS	
	Under the Code of Conduct members are reminded that in declaring interests you should make clear the nature of that interest and whether it is a disclosable pecuniary interest, registerable interest or other interest.	
3	PUBLIC QUESTION AND ANSWER SESSION	
	To receive questions from members of the public under rule no.10 of the Council Procedure Rules.	
4	MINUTES	
	To confirm and sign the minutes of the meeting held on 15 November 2023	3 - 6
5	NEW LOCAL PLAN – PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS	
	The report of the Planning Policy & Land Charges Team Manager	7 - 152
6	SELF-BUILD AND CUSTOM HOUSE BUILDING - DRAFT POLICY FOR CONSULTATION	
	The report of the Principal Planning Officer	153 - 170

Circulation:

Councillor J G Simmons (Chair)
Councillor P Lees (Deputy Chair)
Councillor D Bigby
Councillor D Everitt
Councillor J Legrys
Councillor R L Morris
Councillor P Mout
Councillor C A Sewell
Councillor L Windram
Councillor A C Woodman
Councillor M B Wyatt

MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Forest Room, Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 15 NOVEMBER 2023

Present: Councillor J G Simmons (Chair)

Councillors P Lees, D Bigby, D Everitt, J Legrys, P Moulton, C A Sewell, L Windram, A C Woodman and M B Wyatt

In Attendance: Councillors A Barker, K Merrie and S Sheahan

Officers: Mr I Nelson, Mr C Elston, Ms J Althorpe, Mr T Devonshire, Ms S Lee and Mrs R Wallace

14 APOLOGIES FOR ABSENCE

Apologies were received from Councillor R Morris.

15 DECLARATION OF INTERESTS

There were no interests declared.

16 PUBLIC QUESTION AND ANSWER SESSION

No questions were received.

17 MINUTES

Consideration was given to the minutes of the meeting held on 18 October 2023.

It was moved by Councillor J Legrys, seconded by Councillor A Woodman and

RESOLVED THAT:

The minutes of the meeting held on 18 October 2023 be approved and signed by the Chairman as a correct record.

18 NEW LOCAL PLAN - PROPOSED HOUSING AND EMPLOYMENT ALLOCATIONS

The Planning Policy and Land Charges Team Manager presented the report.

The Planning Policy and Land Charges Team Manager passed over to the Principal Planning Officer to present part of the report.

A Member expressed his opposition to the proposed housing allocation at Meadow Lane due to ecological concerns, the likelihood of increased congestion, and how the development might impact a nearby Site of Special Scientific Interest.

Another Member was concerned with the proposals for the west of Whitwick. He felt the proposed provision of amenities and infrastructure for the size of development was insufficient. He was also concerned about access, and any potential impact on the Area of Separation between Whitwick and Coalville.

The Planning Policy and Land Charges Team Manager agreed that development west of Whitwick would be on a significant scale. However, consultations about the amenities and infrastructure required to support this potential development had not been completed. At this stage the intention is to explore whether this site could be developed out in a comprehensive manner.

A Member asked whether the Freeport and associated infrastructure provision were included as allocations and in response the Planning Policy and Land Charges Team Manager set out their technical and strategic thinking around the freeport within the Local Plan drafting process. He then advised the Member that it was realistic to assume that additional infrastructure would be phased as part of the development.

A Member expressed concern about plans to approve sites which had previously proved unviable; if they once again proved unviable the allocations would have to be redistributed elsewhere throughout the district.

An amendment to the recommendations was proposed by a Member in relation to the removal of the proposal to allocate land at Meadow Lane, Coalville for housing development due to the impact it would have on a nearby Site of Special Scientific Interest, the loss of mature trees and the impact on local roads. The amendment also referred to the need to defer for the moment pending further consideration the allocation at the west of Castle Donington, due to concerns about potential impacts on local heritage sites.

The Planning Policy and Land Charges Team Manager advised that the planning grounds to reject development at Meadow Lane were considered to be weak and would possibly be rejected by the Inspector at Examination. Furthermore, if the amendment was approved, a replacement allocation would likely have to be found from within the Area of Separation, most likely at Broom Leys Farm, though this would require further assessment. With regards to the concerns around heritage sites around Castle Donington, the Planning Policy and Land Charges Team Manager advised that some research on this had already been carried out but there was perhaps more to examine if the Committee wished him to do so.

The amended motion was moved by Councillor M Wyatt and seconded by Councillor L Windram.

The Chair requested a recorded vote, as detailed below.

RESOLVED THAT:

That Meadow Lane be not allocated for housing development because of the impact on the Coalville Meadows Site of Special Scientific Interest, destroying this part of the Charnwood Forest, the loss of mature trees, the impact on local roads, particularly the junction of Meadow Lane and Leicester Road but also the increased risk to children going to and from Castle Rock School.

To replace this site officers are asked to:

- 1) Investigate the potential for delivering more housing on brownfield sites around Coalville town centre as part of the Council's Regeneration Strategy.
- 2) Look again at the potential for allocating land elsewhere in Coalville.
- 3) Defer consideration of the proposed allocation at West of Castle Donington to enable further consideration to be given to the potential impact on heritage matters.

The Chair advised that this matter would be deferred and officers would come back to the January meeting with revised proposals to take account of the committees' views.

Motion to defer the recommendation (Motion)	
Councillor Jenny Simmons	For
Councillor Paul Lees	For
Councillor Dave Bigby	Against
Councillor David Everitt	Against
Councillor John Legrys	Abstain
Councillor Peter Mout	Against
Councillor Carol Sewell	Against
Councillor Lee Windram	For
Councillor Andrew Woodman	For
Councillor Michael Wyatt	For
Councillor Kenny Horn	For
Carried	

19 NEW LOCAL PLAN - LIMITS TO DEVELOPMENT

The Principal Planning Policy Officer presented the report.

A Member welcomed the plan but queried the role of ward Member consultation in the Limits to Development process and suggested that he would welcome contributions from every Councillor and a forum to do this.

In response, the Planning Policy and Land Charges Team Manager advised that the appropriate mechanism would be for members to respond to the public consultation process as this would be more transparent.

It was moved by Councillor J Legrys, seconded by Councillor D Bigby and

RESOLVED THAT:

The Limits to Development review document in Appendix A be agreed for the purposes of consultation.

20 DRAFT LOCAL PLAN - POLICIES

The Planning Policy and Land Charges Team Manager presented the report.

A Member was acutely concerned with the plan to allow self-builds outside of limits to development in certain circumstances. He noted that it was contrary to an initial policy agreed by the Local Plan Committee for consultation in March 2023. In response, the Planning Policy and Land Charges Team Manager advised that these changes reflected statutory constraints imposed by Central Government and the need to avoid decisions of the Council being successfully appealed on a frequent basis.

In response to a Member asking how often self-build sites ended up as developer sites, the Planning Policy and Land Charges Team Manager advised that one of the things which was key was securing the self and custom builds with a legal agreement to tie them down as much as possible within the permission granted.

A couple of Members commented on the need to provide the required Gypsy and Traveller sites within the next Local Plan, and that this must be financially and strategically supported by other local authorities within Leicestershire. The Planning Policy and Land Charges Team Manager accepted that discussions with other local authorities within Leicestershire on providing services for Gypsies and Travellers would be wise and discussions down the line would be had.

Following a discussion on self-build housing, the Planning Policy and Land Charges Team Manager advised on the statutory definitions of self and custom build housing. He added that it was possible to allocate specific sites for self-build although it was an issue to be considered further down the line.

A Member circulated a suggested amendment to the recommendations in relation to self and custom builds. Following a debate, and advice from the Legal Advisor, Members felt a deferral of that element be more appropriate to allow further time to consider whether a change to the policy would be appropriate. This will be addressed in a report which the Planning Policy and Land Charges Team Manager will bring before the committee in January, and Members will consequently have a further opportunity to consider and discuss the matter.

It was moved by Councillor A Woodman, seconded by Councillor M Wyatt and

RESOLVED THAT:

1. The approval of the draft policy in respect of self and custom build as set out at Appendix A for the purposes of public consultation be deferred so to be reconsidered at the next meeting.
2. The intention to assess in more detail the potential for using negotiated stopping to address the temporary accommodation needs of Gypsies and Travellers be noted.

The meeting commenced at 6.00 pm

The Chairman closed the meeting at 8.04 pm

	December 2018 North West Leicestershire – The need for employment land (The Stantec report) – November 2020 Park Lane, Castle Donington – Review of Baseline Heritage (November 2023)	
Financial Implications	The cost of the Local Plan Review is met through existing budgets.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The Local Plan must be based on robust and up to date evidence.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report. Links with the Council’s Priorities are set out at the end of the report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To agree which housing and employment sites should be proposed to be allocated as part of the new Local Plan, with a view to these being consulted upon alongside the draft policies agreed by this Committee on 18 October 2023.	
Recommendations	THAT THE LOCAL PLAN COMMITTEE: (i) AGREE THE PROPOSED HOUSING AND EMPLOYMENT SITES IDENTIFIED AT APPENDIX A FOR THE PURPOSES OF PUBLIC CONSULTATION; AND (ii) THAT THE BOUNDARY OF THE AREA OF SEPARATION BE CHANGED SO AS TO EXCLUDE LAND AT BROOM LEYS FARM	

1.0 **INTRODUCTION**

- 1.1 At the meeting of this committee on 15 November 2023 a report was presented regarding the proposed housing and employment allocations to be included as part of the new Local Plan.
- 1.2 The recommendation to agree the proposed allocations was not supported as an alternative motion was put forward which was agreed. This stated:

“That Meadow Lane be not allocated for housing development because of the impact on the Coalville Meadows Site of Special Scientific Interest, destroying this part of the Charnwood Forest, the loss of mature trees, the impact on local roads, particularly the junction of Meadow Lane and Leicester Road but also the increased risk to children going to and from Castle Rock School.

To replace this site officers are asked to:

- 1) Investigate the potential for delivering more housing on brownfield sites around Coalville town centre as part of the Council’s Regeneration Strategy.
- 2) Look again at the potential for allocating land elsewhere in Coalville.

- 3) Defer consideration of the proposed allocation at West of Castle Donington to enable further consideration to be given to the potential impact on heritage matters.”
- 1.3 The purpose of this report is to address those matters raised as a result of the agreed motion and to agree which sites should be proposed for housing and employment.
- 1.4 This report largely repeats that considered on 15 November 2023, save for parts of section 5 which has been amended to address the resolution of the committee.
- 2.0 BACKGROUND**
- 2.1 Members will be aware that the key purpose of the Council’s Local Plan is to plan effectively for growth over the long term, in this case 2040. To this end this Committee has previously considered a number of reports in respect of the Local Plan review which address matters such as the amount of development that needs to be planned for and how growth should be distributed across the district. These matters have also been the subject of consultation with local communities and other interested parties.
- 2.2 At the meetings of this committee on 12 July 2022 and 27 September 2022 the following (amongst other matters) were agreed:
- A housing requirement of 686 dwellings each year (subject to the Council agreeing the proposed Statement of Common Ground in respect of housing and employment needs) together with the inclusion of a flexibility allowance of 10% resulting (as at April 2021)) in a need to be identify land for a minimum of 6,693 dwellings.
 - A housing distribution based on option 7B
 - A residual requirement (as at April 2021) for 0.78ha of land for offices and 44.7ha for industrial/small warehousing employment use
 - A distribution of employment land based on option 2A
- 2.3 In terms of the housing requirement, this was based on the figure in the Statement of Common Ground (SoCG) that had been proposed to address the issue of unmet needs in Leicester City. The meeting of Council on 6 September 2022 formally considered and agreed the SoCG. Therefore, the housing requirement for the Local Plan is confirmed as being 686 dwellings each year.
- 2.4 In terms of how employment should be distributed, Option2a was the preferred option. This sees development focused at the following locations: Coalville, Ashby and Castle Donington/East Midlands Airport, at the Local Service Centres and at a ‘new’, expanding employment location at J11 M42. This strategy takes a balanced approach, including the higher order settlements where historically the market has been strongest, capitalising on the existing Mercia Park development and the excellent transport links at J11 and also making some, limited provision for new employment land in the more rural parts of the district.
- 2.5 Having confirmed the amount of development that needs to be accommodated and identified the preferred development strategies for housing and employment, the next step is to identify the sites which the Council is of the view will best match and deliver the strategies. To do this the report:
- How much land needs to be provided to meet the outstanding housing and employment requirements
 - Outlines how sites have been assessed
 - Identifies for members which sites it is suggested be proposed as allocations
 - Outlines what documents it is proposed to consult upon

3.0 HOW MUCH LAND NEEDS TO BE IDENTIFIED?

3.1 The meeting of this Committee on 5 July 2023 considered a report in respect of housing and employment land as at 1 April 2023. The report can be viewed from this [link](#).

Housing

3.2 As members will be aware, the government has announced that it will no longer proceed with the eastern leg of HS2 which would have passed through the district. The proposed route had implications for three housing sites which had the benefit of planning permission, one at Measham (426 dwellings) and two at Kegworth (251 dwellings). Table 1 of the report to the 5 July 2023 meeting of this Committee included an allowance for expected completions up to 2040 from existing sites. Because of the uncertainty arising from HS2 no allowance was made for these sites. With the recent government announcement this uncertainty no longer exists and so it is appropriate to take account of these sites in terms of projected completions. The table below, therefore, provides an updated assessment to that previously reported to this committee.

Table 1 – housing requirements at 1 April 2023, updated to take account of decision to abandon HS2.

A	Annual requirement	686 dwellings
B	Total requirement 2020-40 (A x 20)	13,720
C	Completions 1 April 2020 - 31 March 23	2,396
D	Remaining as at April 2023(B – C)	11,324
E	Flexibility allowance @ 10% of D	1,132
F	TOTAL REQUIREMENT (D +E)	12,456
G	Projected completions 2023-31	4,698
H	Projected completions 2031-40	1,388
I	Projected additional completions due to HS2	677
J	Total projected completions 2022-40 (G+H+I)	6,763
	REMAINING PROVISION REQUIRED (F – J)	5,693

3.3 The net effect of this is to reduce the amount of additional land that will need to be found from that previously estimated in July 2023.

3.4 Information about projected completions (lines G and H in the table above) can be found in an Housing Trajectory based at April 2023. It can be viewed from this link [to be added].

3.5 Therefore, provision needs to be made for enough land to accommodate at least 5,693 dwellings.

3.6 In terms of projected completions for 2031-40, this comprises two sites; land at South East Coalville and land at Money Hill Ashby de la Zouch. Land at South East Coalville has the benefit of planning permission. However, the remainder of the existing allocation at Money Hill does not have planning permission and so it will be necessary to reconfirm its allocation as part of this plan.

3.7 Having regard to Option 7b, the preferred distribution for new housing would be as set out below.

Table 2 – distribution of housing - option 7b based on residual requirement

	Proportion from Option 7b (%)	Total provision based on residual of 5,693
Principal Town	35	1,993
New settlement	35	1,993
Key Service Centre	15	854
Local service Centre	10	569
Sustainable Villages	5	285
Total	100	5,693

General Needs Employment

- 3.8 The table below sets out the need for, and supply of, general employment land at 1 April 2023 as reported to the 5 July 2023 meeting of this Committee.

Table 3 – Employment land provision as at 1 April 2023

		Offices	Industrial/small warehousing
A	Stantec Requirement (2017 – 40)	59,590	195,500
B	Losses allowance (2025-40)	3,716	60,088
C	Flexibility margin	11,819	84,206
D	TOTAL REQUIREMENT (A+B+C)	75,125sqm	339,794sqm
E	Net completions (2017-23)	23,069	112,667
F	Net permissions at 31 March 2023	9,570	69,925
G	Adopted Local Plan allocation (Money Hill)	31,980	42,640
H	TOTAL SUPPLY (E+F+G) at 1 April 2023	64,619sqm	225,232sqm
I	REMAINING REQUIREMENT (2023-40)	Up to 10,506sqm (=1.75Ha)	At least 114,562sqm (=28.64Ha)

- 3.9 The new Local Plan, therefore, needs to make provision for up to 10,500sqm (1.75Ha) of office space and at least 114,500sqm (28.6Ha) of industrial/smaller warehousing (Line I). For the avoidance of doubt, small scale warehousing is defined as less than 9,000sqm floorspace.

Strategic Warehousing

- 3.10 The Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters (defined as more than 9,000sqm floorspace). This includes the intention to agree how the requirement for additional land for strategic warehousing could/should be distributed across the city/county area. To this end, the authorities have appointed consultants to advise on how best this need should be apportioned between Areas of Opportunity (AoO). This work is underway.

- 3.11 Previously, to make progress with the Local Plan, Members agreed an initial policy option for 50% of the outstanding road-served requirement to be met in NWL equating to approximately 106,000sqm. This option was included in the Development Strategy Options and Policy Options consultation in January 2022. The option was preliminary and did not signal the council's commitment or agreement to take a particular share of the remaining Leicester and Leicestershire need.

4.0 HOW HAVE SITES BEEN ASSESSED?

- 4.1 The source of sites is the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). This has been the subject of a number of reports to previous meetings of this committee, most recently in on 26 May 2021. The report can be viewed from this [link](#).
- 4.2 A SHELAA identifies a potential future supply of land which is considered to be suitable, available and achievable for housing and economic development uses over a local plan period. It does not make decision or recommendations on which sites should be allocated as part of the Local Plan and nor does the inclusion of a site in the SHELAA provide an indication of the Council's support.
- 4.3 A Site Selection Methodology has been prepared and this forms Appendix B to this report. The methodology provides further detail on the process followed for identifying, assessing and selecting sites that it is proposed to be allocated in the Local Plan. However, in summary it brings together information from the Sustainability Appraisal of all sites undertaken by the Council's appointed consultants and a planning assessment undertaken by officers. A key issue is that whatever is proposed must be demonstrably deliverable in order to meet the test set out in the National Planning Policy Framework (NPPF).
- 4.4 The following comprise the site assessment suite of documents which comprise the evidence base for the recommendations set out in this report. These will be published alongside the consultation document (see section 6 of this report).
- Site proformas – these bring together a variety of information on each potential site. This is used to inform the Sustainability Appraisal and the subsequent site assessments
 - Sustainability Appraisal – this assesses all potential sites against the previously agreed Sustainability Framework and was undertaken by the Council's appointed consultants
 - Site assessments – this brings together information from the above two documents, together with the SHELAA, along with other information to arrive at a conclusion as to which are the preferred sites. For housing these have been done by settlement.
 - Consultation document – this identifies the preferred sites along with draft policy requirements with which any development will need to comply (this is included at Appendix A of this report).
- 4.5 It should be noted that there are a number of additional sites which have been put forward after the cut-off date for sites to be assessed as part of the initial Sustainability Appraisal (31 March 2021). These sites will be assessed, both in terms of the Sustainability Appraisal, but also a planning assessment. It is possible that at the Regulation 19 stage some of these sites may be recommended for inclusion, either as a replacement for sites currently proposed if deliverability or other issues suggest they should not be allocated, or as additional sites.

5.0 WHAT IS PROPOSED - HOUSING ?

- 5.1 Appendix A to this report contains the proposed allocations document recommended for consultation alongside the draft policies considered by this committee at its meeting on 18 October 2023.
- 5.2 The following sections provide more explanation of what is proposed in terms of housing.
- 5.3 Having assessed all of the various sites and having regard to the distribution proposed under Option 7b and the decision of this committee to exclude land at Meadow Lane Coalville, officers propose that the sites identified in Table 4 be allocated, subject to the agreement of this Committee. The site code is that from the SHELAA and is used to avoid confusion as to which sites are being referred to. It is standard practice to only allocate specific sites where they can accommodate 10 or more dwellings.
- 5.4 There is a separate policy for each of the proposed allocations which identifies any site-specific requirements that a development would be expected to address. For example, this could be the retention of a key feature (e.g. a footpath link, area of woodland etc) or the provision of or a contribution to key infrastructure. It should be noted that at this stage the latter may not always be known, but this will be firmed up through the consultation process with infrastructure providers, so that at the time of the final plan (referred to as a Regulation 19 plan) there will be more certainty.

Table 4–proposed housing allocations

Address	SHELAA Site Code	Number of dwellings
Principal Town – Coalville Urban Area		
Rear of Bardon Road	C21	26
Land at Broom Leys Farm, Broom Leys Road	C46	266
South of Church Lane, New Swannington	C48	283
Jack's Ices, North of Standard Hill	C50	108
Church View, Grange Road, Hugglescote	C61	10
Land at Lilly Bank, Thringstone	C74	64
186,188 and 190 London Road	C83	50
Land at Coalville Lane/Ravenstone Road	R17	153
Broad location, west Whitwick	C47 C77 C78 C86 C81	500
Coalville Town Centre Regeneration sites		200
Former Hermitage Leisure Centre	C92	32
Principal Town – total		1,692
Key Service Centres – Ashby de la Zouch and Castle Donington		
Land at Money Hill, Ashby de la Zouch	A5	1,200
South of Burton Road, Ashby de la Zouch	A27	50
Land north and south of Park Lane, Castle Donington	CD10	1,076
Key Service Centres - total		2,326
Local Service Centres – Ibstock, Kegworth and Measham		
Land off Leicester Road, Ibstock	Ib18	450

Local Service Centres - total		450
Sustainable Villages		
East of Measham Road, Appleby Magna	Ap17	32
Land off Ramscliff Avenue, Donisthorpe	D8	32
Land between Midland Road and Leicester Road, Ellistown	E7	69
Land off Swebstone Road, Heather	H3	37
Land off Ashby Road, Moira	Mo8	49
Land at School Lane, Oakthorpe	Oa5	47
Land south of Normanton Road, Packington	P4	18
Land at Heather Lane, Ravenstone	R12	50
Sustainable Villages - total		334
New settlement		
Land at Isley Woodhouse	IW1	1,900
Total provision		6,702

5.5 The following section outlines the rationale behind the proposals using the settlement hierarchy structure.

Principal Town (Coalville Urban Area)

5.6 As was noted in the report of 15 November 2023 to this Committee, the SHELAA identifies land for about 4,200 dwellings in the Coalville Urban Area. This is significantly more than the figure of 1,993 dwellings identified in table 2. However, of these, about 1,800 dwellings are located on sites within the current Area of Separation. Therefore, excluding these sites at this stage reduces the potential number of dwellings available to about 2,400 dwellings.

5.7 Allowing for the decision to not allocate land at Meadow Lane (400 dwellings) reduces the maximum number of dwellings available elsewhere within the Coalville Urban Area to about 2,000 dwellings. However, of the remaining sites some have the benefit of planning permission (for example land at Wolsey Road (SHELAA reference C28) whilst many have a range of constraints, including lack of access or other highway related issues, poorly related to services and facilities, ecological or environmental concerns or deliverability issues which means they are either not suitable to be allocated or are too small (sometimes due to factors such as the need for buffer zones for ecological purposes which reduces the amount of land that can be developed).

5.8 The effect of all of this, is that by not allocating any land within the Area of Separation for housing means that there are suitable sites for only about 1,200 dwellings in total in the Coalville Urban Area, about 800 dwellings less than under option 7b. Addressing this shortfall is considered below in paragraphs 5.12 to 5.29.

Land west of Whitwick

5.9 The SHELAA includes five sites west of Whitwick and running up to Thringstone (SHELAA references C47/C77/C78/C86/C81). On their own each of these sites would deliver little in the way of housing (and also contribute little to infrastructure provision) or cannot realistically be developed on their own (for example they are in effect landlocked and require third party land to gain access). However, each of the sites share at least one boundary with at least one of the other sites.

- 5.10 The National Planning Policy Framework (NPPF) (paragraph 23) refers to Broad Locations. These represent areas where housing development is considered potentially feasible but where this is not demonstrably the case at the present time. These can be comprised of a number of individual sites or one single site. It is considered that the five sites referred to above represent such a situation.
- 5.11 There is no guarantee that it will be possible to bring forward the Broad Location in its entirety, but at this stage officers are of the view that the consultation represents an opportunity to test the feasibility of bringing forward development through co-operation between the various landowners. At this stage it is estimated that these could potentially deliver 500 new homes, although this will need to be tested with the site promoters and be assessed through transport modelling.
- 5.12 As noted at paragraph 1.2 the decision of 15 November contained two separate elements in relation to identifying proposed housing sites the Coalville Urban Area:
- Investigate the potential for delivering more housing on brownfield sites around Coalville town centre as part of the Council's Regeneration Strategy.
 - Look again at the potential for allocating land elsewhere in Coalville.

These are addressed below.

Brownfield sites around Coalville Town Centre

- 5.13 A key aim of the Council is to regenerate Coalville Town Centre. Bringing more housing development in to and around the town centre will assist this because it will support business and also improve the physical environment.
- 5.14 Following discussions with the Business Focus team, it is clear that there are a number of opportunities for new housing development which utilise brownfield sites. However, more work will need to be undertaken to establish exact numbers and also which specific sites should be identified. This will need to be completed by the time a Regulation 19 plan is agreed to provide the level of certainty that will be required at Examination stage.
- 5.15 However, at this stage it is suggested that an allowance be included for 200 dwellings from Coalville Town Centre Regeneration sites.

Land elsewhere in the Coalville Urban Area

- 5.16 The former Hermitage Leisure Centre in Whitwick represents a further brownfield land opportunity. Restricting development to the former building and car park which immediately adjoined the swimming pool area, could accommodate about 30 dwellings. It is considered that there are unlikely to be any technical objections, such as access, bearing in mind the previous use.
- 5.17 Therefore, it is recommended that the former Hermitage Leisure Centre be allocated for housing development.
- 5.18 The allocation of the former Hermitage Leisure Centre, together with an allowance for regeneration opportunities in Coalville Town Centre would provide about 230 dwellings. Whilst this goes some way to offset the loss of land at Meadow Lane, it still leaves a shortfall of 170 dwellings against what was originally proposed in the 15 November 2023 report. This itself was about 400 dwellings short of the amount required under option 7b.
- 5.19 The only remaining way to address this shortfall in the Coalville area (notwithstanding the comments at paragraph 4.5 regarding potential additional sites), would be through the release of land in the Area of Separation between Coalville and Whitwick.

Sites in the Area of Separation

- 5.20 The principal aim of the Area of Separation policy (AoS) is to maintain the physical separation between Coalville and Whitwick. The AoS is a local designation which is not specifically recognised in the NPPF. However, the Council has successfully defended the principal of the AoS against proposed development on a number of occasions at appeal. The AoS has strong support within the local community, particularly in Whitwick. However, whilst recognising that allocating land for housing development in the AoS is likely to be unpopular, it would be consistent with the comments of the Planning Inspector who conducted the Examination of the adopted Local Plan and who concluded that *“there is scope for reconsideration of the detailed boundaries and land uses of the AoSs, in the event that it becomes necessary, at any time in the future, for the Plan to be reviewed in the light of increased development needs”*.
- 5.21 A study was undertaken by independent consultants in 2019 which assessed the AoS in detail. This identified whether different units of land made a primary, secondary or incidental contribution to the AoS. This was then updated in 2022 following the completion of the new Whitwick and Coalville Leisure Centre. These reports can be viewed from this [link](#).
- 5.22 The AoS defines incidental areas as making a *“limited contribution to the openness that separates adjacent settlements”*. Of the four incidental areas identified in the study, only one (parcel 18) has been put forward as part of the SHELAA (site C45). This site is largely occupied by well used allotments. For development to be considered acceptable it would be necessary for a replacement allotment to be provided. There has not been any contact with the site promoter since 2019 and there is no clear evidence that it would be possible to secure a replacement site for the allotment. Therefore, at this time allocation would not be appropriate.
- 5.23 Of the remaining parts of the AoS identified as making an incidental contribution, one would require access via third party land (parcel 19 in the study) and one is partly used as an allotment and would also require access via third party land (parcel 11). The remaining parcel (3) is owned by the District Council and is a play area/recreation ground. None of these areas are, therefore, considered to be suitable as there is no evidence of likely deliverability and they also have other unresolved planning issues.
- 5.24 In terms of those sites identified in the AoS as making a secondary contribution (defined as providing *“an important component of the openness that separates adjacent settlements or different parts of the same settlement”*) there are eight parcels that fall into this category. Each of these is considered below.

Table 5– Assessment of sites in Area of Separation identified as being of ‘secondary’ importance

Site Address	SHELAA reference	2023 Area of Separation study reference	Comments
Broom Leys Farm, Broom Leys Road Coalville	C46	1 2	A Previous planning application (Ref 14/00808/OUTM) was not determined and was subsequently deemed withdrawn. The 2019 Area of Separation study notes that the two parcels that make up this site are judged as making a

			<i>“limited contribution” and a “minimal contribution” respectively to the separation of Coalville from Whitwick. It goes on to note that development would be likely to have a significant effect on the open character of this part of the Area of Separation but that it “would have a relatively limited effect on the remainder of the AoS to the north due to the level topography and intervening vegetation in Units 3, 4 and 5.”</i>
Rear of Green Lane Whitwick	Not promoted	12	Site is not being promoted for development and comprises a children’s play area.
Off Hermitage Road Whitwick	C19	14	A small part of a much larger site which encompassed units 6,7,8,9,10,13 and 14 and was subject of planning application for residential development which was refused and then dismissed at appeal in 2012 (10/01208). Other than parcel 14, the parcels which made up this previous application are all judged as making a primary contribution to the AoS.
Rear of Church Lane Whitwick	Not promoted	20	Site is not being promoted for development.
Church Lane Whitwick	C44	21a 21b	There is no means of access to Church Lane without acquiring third party land.
Church Lane Whitwick	Not promoted	22	Site is not being promoted for development and comprises of Whitwick Cemetery.
Land between Whitwick Cemetery and Hermitage Recreation Ground Whitwick	Not promoted	23	Site is not being promoted for development and comprises established footpath along former railway line.

- 5.25 Having regard to the above, only three parcels identified in the AoS study sites are being promoted for development. Of these, parcel 14 comprises a very small part of a much larger site (C19) which was dismissed at appeal. As such, development in isolation from the remainder of this larger site would not represent comprehensive development. Furthermore, access on to this part of Hermitage Road so close to the roundabout with the A511 would be likely to be unacceptable.
- 5.26 Parcels 21a and 21b (SHELAA site C44) do not have any means of access and so cannot be regarded as being deliverable.
- 5.27 Therefore, the only part of the AoS that is judged as making a secondary contribution, is being promoted for development and is considered to be deliverable are parcels 1 and 2 (SHELAA site C46). However, as noted above, the AoS study still identified that development would be likely to have a significant effect on the open character of this part of the AoS. This has to be balanced against the need to identify sufficient land to address

the housing needs. In the absence of any other alternative site at this stage, it is considered that the site should be allocated. This will also mean adjusting the boundary of the Area of Separation to exclude the land at Broom Leys Farm. This is allowed for in the recommendations to this report.

- 5.28 Allocating this site (266 dwellings) together with the former Hermitage Leisure Centre and having an allowance for Coalville Town Centre regeneration opportunities, takes the total provision in the Coalville Urban Area to about 1,700 dwellings. This is more than was proposed at the 15 November 2023 meeting of this committee but is still about 300 dwellings less than option 7b. If any of the sites currently proposed to be allocated are demonstrated to be not deliverable for whatever reason, then the shortfall would be even greater.
- 5.29 As noted previously (paragraph 4.5) there are a number of additional sites which have been put forward which have yet to be assessed. This includes sites in the Coalville Urban Area. Furthermore, additional sites may come forward as part of the forthcoming consultation. However, an initial assessment, would suggest that there would still likely to be a shortfall against the distribution agreed under option 7b.
- 5.30 Not allocating any further land within the AoS does mean there would be a shortfall in the Coalville Urban Area of at least 300 dwellings compared to option 7b. If at the Regulation 19 stage it is apparent that there is still a shortfall in the Coalville Urban Area, then this issue will have to be addressed. Members are advised that this is likely to require the allocation of more land in AoS if the Council is to be able to demonstrate at Examination that it has prepared a 'sound' plan. Based on the AoS study, any additional allocation will involve some areas identified as making a primary contribution to the AoS.

New settlement

- 5.31 Option 7b included a new settlement. A study undertaken in [2020](#) looked at a number of potential strategic developments in terms of what infrastructure might be required to support them. Amongst the sites considered were three sites which were being promoted as new settlements. Of these two sites south of the A453 and East Midlands Airport shared a common boundary and were considered to be more relatively easy to develop having regard to infrastructure needs. Subsequently these two sites have been promoted as a single site (SHELAA reference IW1) known as Isley Woodhouse. The site comprises up to about 4,500 dwellings and associated infrastructure such as schools and shops.
- 5.32 Under Option 7b this would need to deliver about 2,000 dwellings by 2040. Allowing for the need to go through the Local Plan process, develop and agree a Masterplan and submit and determine a planning application, it would be a number of years before development was able to commence. The site promoters have suggested a start date of 2028.
- 5.33 The site promoter has suggested a build rate of 250 dwellings each year. Research published by Lichfields (2020) (an established and respected planning consultancy firm) found that sites of 2,000 or more dwellings had an average build rate of 160 dwellings per annum. If development was started in 2028 and the build rate was 160 dwellings each year, then by 2040 about 1,900 dwellings would have been delivered, slightly less than required under Option 7b. Further work will need to be done with the site promoter to profile the likely build out of the site to inform the Regulation 19 plan, but at this stage a build of 1,900 dwellings up to 2040 is assumed.
- 5.34 Since the meeting of this Committee on 15 November 2023, the site promoter has reiterated their view that the build rate would be more than allowed for at this stage. They suggest that overall delivery by 2040 would be 2,425 dwellings (i.e. about 500 dwellings more than allowed for at this stage). They also note that it is planned to have a range of products including Built for Rent properties and later living homes, all of which have a

positive impact on the potential build out rates. However, they acknowledge that allocating land West of Castle Donington could impact build out rates as both sites would be competing within the same market.

- 5.35 These comments are noted, but at this stage officers do not propose to make any changes to the underlying assumptions. This matter will be reviewed again as part of finalising the Regulation 19 plan when more information will be available, including that in respect of viability and infrastructure.
- 5.36 It should be noted that transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the potential impact on the highway network arising from this site (and others in the locality) along with likely mitigation requirements. This stage will not be completed until early Spring 2024. The outcome from, and any subsequent work, will inform any specific requirements at Regulation 19 stage.

Key Service Centres

- 5.37 The Key Service Centres comprise of Ashby de la Zouch and Castle Donington.
- 5.38 As noted above, an area of land at Money Hill (SHELAA reference A5) is allocated for housing as part of the adopted Local Plan. Land between this allocation and the existing built area of Ashby de la Zouch to the north of Nottingham Road and the town centre has the benefit of planning permission. Development has commenced. It is necessary to reconfirm this allocation as part of the new Local Plan. If the remainder of the site was not to continue as an allocation, it could bring into question whether that part which already has the benefit of planning permission would remain viable, particularly as a significant access road has been provided from the A511 Ashby Bypass across that part that is currently allocated. Furthermore, it was always envisaged that the Money Hill site would be a long-term development going beyond the end date of the adopted Local Plan.
- 5.39 Whilst reconfirming that this site should continue to be allocated, it is important to note that as it has already been included in the projected completion figures in Table 1 that this DOES NOT contribute to the residual requirement of 5,693 dwellings and nor is it included in the figures in Table 6 of this report.
- 5.40 Of the remaining SHELAA sites in Ashby de la Zouch, 11 sites are identified which could accommodate about 1,900 dwellings. Three of these loosely comprise what is known as Packington Nook on the south side of Ashby de la Zouch and one is too small to be an allocation. In addition, three sites are clustered on the west side of Ashby de la Zouch off the Moira Road and Burton Road.
- 5.41 It is proposed that one relatively small site is proposed in Ashby de la Zouch (in addition to the remainder of Money Hill. This is land south of Burton Road (SHELAA reference A27 - 50 dwellings).
- 5.42 Of the remaining sites, the preference would be for the Packington Nook site. This is partly because as noted already, most other proposed sites are on the west side of Ashby de la Zouch. This would result in more traffic having to pass through the centre of Ashby de la Zouch. This would result in more traffic having to pass through the centre of Ashby de la Zouch. This would result in more traffic having to pass through the centre of Ashby de la Zouch. This would result in more traffic having to pass through the centre of Ashby de la Zouch. In addition, it would also provide the potential opportunity to create a sustainable urban extension to mirror that at Money Hill which has the potential to deliver more infrastructure than smaller development dotted around the town.
- 5.43 In Castle Donington, only six sites are included in the SHELAA which are capable of accommodating at least 10 dwellings. Of these there are only two which are capable of accommodating more than 100 dwellings. Again there are a potential 1,900 dwellings.
- 5.44 Only two sites are considered to have realistic potential for development (SHELAA reference CD9 south of Park Lane and SHELAA reference CD10 land north and south of

Park Lane). Development on site CD9 is not considered to be appropriate. The SHELAA identifies that CD10 could accommodate up to about 1,400 dwellings. Since the SHELAA was completed the site promoters have undertaken further work which has resulted in a reduced site capacity of 1,076 dwellings.

- 5.45 In considering whether site CD10 should be allocated, a key issue is the relationship of the site to the nearby Donington Hall which is a Grade II* Listed Building. To understand the potential impact on this important heritage feature, the site promoters undertook and submitted a Baseline Heritage Assessment. Officers commissioned a report from external consultants to review this Baseline Heritage Report. This recommended that development be pulled eastwards to minimise the impact on both Donington Hall and Home Farm and that further planting be incorporated along part of the boundary of the site with Donington Hall.

Ashby de la Zouch or Castle Donington?

- 5.46 The scale of growth required to meet the preferred distribution of growth would be about 850 dwellings. Allowing for the smaller sites identified in Ashby de la Zouch this would leave a residual of about 800 dwellings. The question is how should this be met? On the face of it there is a choice between land south of Ashby de la Zouch or land west of Castle Donington.
- 5.47 There is already a significant scale of growth in Ashby de la Zouch that would result from the development of Money Hill (both the site that has planning permission and that which it is proposed be reallocated). These together with the two proposed allocations would equate to about 2,000 additional dwellings. Since the 2021 this would equate to growth of about 33%. If Packington Nook were to be allocated this would increase to about 2,800 dwellings. Since the 2021 this would equate to growth of about 44%
- 5.48 In Castle Donington about 320 dwellings remain to be built on land north and south of Park Lane and at The Spittal. Since the 2021 this would equate to growth of about 18%. However, there would no further growth after 2031. The allocation of land to the west of Castle Donington would result in an increase of about 1,400 dwellings since 2021, which equates to growth of about 50% since the 2021.
- 5.49 Having regard to the above, allocating land at Packington Nook, Ashby de la Zouch would result in a very significant imbalance in growth between Ashby de la Zouch and Castle Donington. However, allocating land west of Castle Donington would result in a more equal level of growth.
- 5.50 A further factor in favour of allocating land west of Castle Donington is the fact that the Strategic Growth Plan (SGP) identifies the northern part of the district as a growth area, referred to as the Leicestershire International Gateway. Whilst the SGP is not a statutory plan, it has been prepared jointly by the Leicester and Leicestershire authorities to inform the preparation of local plans so as to ensure a coherent strategy across the area. As such, therefore, allocating land west of Castle Donington (in addition to the proposed new settlement) would be consistent with the SGP.
- 5.51 Having regard to all of the above, the argument about whether land should be allocated at Ashby de la Zouch or Castle Donington is finely balanced. However, overall it is considered that allocating land at Castle Donington would be more appropriate as it would ensure that the proportion of growth in the two Key Service Centres of Ashby de la Zouch and Castle Donington is relatively similar. Furthermore, it would be consistent with the SGP which could also avoid objections under the Duty to Cooperate. It would also provide a balance with the significant employment opportunities that exist in this part of the district and which is forecast to increase further in the future.
- 5.52 Notwithstanding the Heritage Report referred to at paragraph 5.45, a decision at the Local Plan Committee on 15 November 2023 was deferred to enable more consideration to be

given to the potential impact of development on heritage assets at the request of the Planning Portfolio Holder. To help address the concerns about the potential impact on heritage assets a parameters plan has been prepared and is attached at Appendix C to this report. This demonstrates how it is envisaged that the site will be developed in such a way as to protect heritage assets in close proximity to the site. This will be included as part of the consultation document.

- 5.53 The Planning Portfolio Holder has indicated that he considers that subject to site being developed consistent with the parameters plan that his concerns are addressed.
- 5.54 It should be noted that transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the potential impact on the highway network arising from this site (and others in the locality) along with likely mitigation requirements. This will inform any specific requirements at Regulation 19 stage.
- 5.55 The overall number of dwellings proposed in the Key Service Centres that are new allocations is 1,136 dwellings.

Local Service Centres

- 5.56 The Local Service Centres comprise Ibstock, Kegworth and Measham.
- 5.57 The recent announcement from the government regarding HS2 has significant implications for potential housing development in both Kegworth and Measham. As noted previously, two sites which had the benefit of planning permission at Kegworth (251 dwellings) and one at Measham (426 dwellings) were affected by the proposed route of HS2. These sites can now come forward for development whereas previously it had been assumed that no development was possible on these sites, which is reflected in the option 7b requirement figure.
- 5.58 The adopted Local Plan identifies reserve sites at both Kegworth and Measham in the event that HS2 did proceed and so result in the loss of the three sites referred to. However, in view of the government announcement neither of these sites are now required. Therefore, it is proposed that no further land be allocated in either Kegworth or Measham
- 5.59 In terms of Ibstock a site to the north of Leicester Road (SHELAA reference Ib18) is proposed. This has the potential to deliver a new primary school (the existing one is near capacity and there is no space to extend) and to also provide a link road between Leicester Road and Ravenstone Road. This could potentially remove some traffic from the double roundabout on Ashby Road/Melbourne Road.

Sustainable Villages

- 5.60 The Sustainable Villages comprise the following: Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville, Worthington
- 5.61 A number of these villages are the subject of a Neighbourhood Plan. These have either been 'made' or are in the process of being prepared. The Blackfordby and Swannington Neighbourhood Plans have been 'made' and contain housing allocations. Therefore, it is not proposed to allocate any additional land in these settlements. Plans are being prepared to cover Breedon on the Hill, Diseworth and Long Whatton. The Neighbourhood Plan groups are proposing to include housing allocations. Officers have advised the respective Neighbourhood Plan groups that subject to this being the case, then no further sites would be proposed at this stage as part of the Local Plan. If, however, they change their mind then a future iteration of the Local Plan would potentially allocate sites.

- 5.62 In terms of the remaining Sustainable Villages it is not proposed to allocate any sites in Albert Village, Belton and Worthington as none of the potential sites identified in the SHELAA are considered to be suitable. No sites have been put forward at Woodville, other than one site which is covered by the Blackfordby Neighbourhood Plan and so no provision is proposed for the reasons outlined at paragraph 4.50 above.
- 5.63 In the vast majority of cases the sites proposed are in the range of 20 to 50 dwellings. Bearing in mind the size of these settlements and the range of services and facilities these are considered to be reasonable.
- 5.64 The most amount of development is in Ellistown. There are a limited number of sites included in the SHELAA for Ellistown. Of these, only one is considered to be suitable (SHELAA reference E7). Its potential capacity based on the SHELAA is up to 237 dwellings. A promotional document submitted to the Council suggested that the amount of development could be between 150-200 dwellings, although there was nothing more specific. Either way, this would be significantly in excess of any other site in a Sustainable Village. Therefore, it is proposed that a smaller site be allocated that is restricted to the field fronting Midland Road. It is estimated that this would potentially provide 69 dwellings, more in keeping with the other Sustainable Villages. The development of this site would reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain the actual and perceived separation between these two settlements. Land on the opposite side of Midland Road is proposed for employment. It will be important to ensure that the two sites are designed to complement each other, not only in terms of their design but also in terms of infrastructure provision.

How does what is proposed compare to option 7b?

- 5.65 Based on the proposed site allocations, the following distribution emerges. It is important to note that the numbers are not absolutes and are subject to change as more information becomes available.

Table 6 – comparison of proposed provision compared to option 7b

Actual proportions based on residual requirement at April 2023 of 5,693 dwellings	Proportion	Total provision based on residual of 5,693	Actual number	Compared to requirement	Actual proportion
Principal town	35	1,993	1,692	-301	30
New settlement	35	1,993	1,900	-93	33
Key Service Centre	15	854	1,126	272	20
Local service Centre	10	569	450	-119	8
Sustainable Villages	5	285	334	49	6
Total provision	100	5,693	5,502	-191	97

Overall

- 5.66 It will be noted that the total provision is less than the overall requirement, although it is less than that proposed in the report to this Committee on 15 November 2023. However, as already noted there are a number of other sites which have been put forward which have yet to be assessed. In addition, it should be appreciated that there is still some uncertainty regarding the exact figures for individual sites or their build rates. Therefore, all of the above the numbers need to be treated with a degree of caution at this stage.

Principal Town

- 5.67 It can be seen that there is a significant shortfall compared to option 7b. As outlined at paragraph 5.28 additional sites may come forward as part of the consultation process. However, should a shortfall remain, this will need to be addressed at Regulation 19 stage.

New settlement

- 5.68 There is a shortfall of about 90 dwellings against option 7b which is not considered to be significant.

Key Service Centre

- 5.69 The total number of dwellings proposed to be allocated in the Key Service Centres is 2,336 dwellings (see Table 4). However, as noted previously, the overall number of dwellings that are new allocations is 1,136 dwellings. This is significantly more than under option 7b and results in proportionally more development in these settlements (20% of all growth compared to 15% required under option 7b). Artificially reducing the numbers at the west of Castle Donington to fit more with option 7b would be inappropriate. If the one new allocation at Ashby de la Zouch was omitted it would reduce the over provision to about 220 dwellings. However, there is not considered to be any reason to exclude this site on planning grounds. The over provision also helps to address the slight shortfalls in the Coalville Urban Area and the new settlement.

Local Service Centres

- 5.70 On the face of it there is a more significant shortfall across the Local Service Centres. However, this is somewhat misleading. As noted previously the recent government announcement regarding the cancellation of HS2 will enable three sites capable of accommodating 677 dwellings and which have the benefit of planning permission to come forward in Kegworth and Measham. These sites would otherwise have been needed to be replaced through new allocations, this is no longer the case.

Sustainable Villages

- 5.71 There is a slight over provision in the Sustainable Villages, but this needs to be balanced against the fact that most villages see some growth which will help to assist with their long-term sustainability from a community perspective and will provide continued support to help maintain existing service provision. The over provision is not considered to be significant.

6.0 WHAT IS PROPOSED – EMPLOYMENT?

- 6.1 Appendix A to this report includes the proposed employment allocations which it is recommended be consulted upon alongside the draft policies considered by this committee at its meeting on 18 October 2023.
- 6.2 The following sections provide more explanation of what is proposed in terms of employment.

General Needs Employment

- 6.3 General needs employment falls in to two categories:
- Offices and
 - Industry and small scale warehousing (units of less than 9,000sqm)

Each of these is considered below.

Offices

- 6.4 Offices are a main town centre use and a sequential approach is required when identifying new sites for office development. This means that town centre and then edge of centre locations should be favoured over out of centre sites. In their study, Stantec identify a trend towards businesses favouring in-town offices over out-of-town business parks.
- 6.5 A review by officers of those SHELAA sites which are located in town centre or edge of centre locations has revealed a lack of sequentially preferable sites which are realistic candidates for new office development. Whilst it is feasible that the market could bring forward such redevelopment sites during the plan period, it is more likely that this will require some form of public sector intervention, possibly as part of a larger scale regeneration initiative.
- 6.6 Taking these factors into account, the recommended approach at this stage is to include offices as part of a mixed-use employment site at Land west of Hilltop, Castle Donington (SHELAA reference EMP89) (6.39Ha). This could function as an extension to Stud Brook Business Park which is currently under construction.

Industry and small-scale warehousing

- 6.7 Four sites have been identified as proposed allocations for general needs employment at this stage.

Land north of Derby Road (A6), Kegworth (10.24Ha) and Land north of A453 Remembrance Way Kegworth (14.8Ha) (both SHELAA reference EMP73).

- 6.8 Land north of Derby Road includes land which had been safeguarded for the route of HS2, which has now been cancelled. This means that this site is now available in its entirety. The second parcel, north of Remembrance Way, is within Flood Zone 3. The site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to confirm the actual level of flood risk. The outcomes of this could be a) the whole site is deemed developable; b) only part of it is suitable for development or c) flood risk is a 'showstopper' for this site. Pending this being resolved, the site is included at this stage so that it can be subject to public consultation.

Land east of Midland Road, Ellistown (10.8Ha) (SHELAA reference EMP24)

- 6.9 This site adjoins the South Leicester Industrial Estate. Access would be via Midland Road and has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point. The development of this site would reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain the actual and perceived separation between these two settlements. Land on the opposite side of Midland Road is proposed for housing. It will be important to ensure that the two sites are designed to complement each other, not only in terms of their design but also in terms of infrastructure provision.

Land at Burton Road, Oakthorpe (4.48Ha) (SHELAA reference EMP60).

- 6.10 Despite its address, this site is close to Measham as it is situated immediately to the west of A42. The County Highways has raised some concerns which the site owners are working to resolve and, pending this, the site is included for public consultation. The site would provide valuable additional general employment land in the south of the district as no other such land is currently available.

Land at proposed new settlement

- 6.11 Employment development will be part of the mix of uses at the proposed new settlement at Isley Woodhouse. This will provide increased opportunities for people to live and work locally, improving the overall sustainability of the settlement and the wider area. Initial information from the site promoters suggests there could be in the order of 23,000sqm of industrial/warehousing space when the settlement is fully built out. At this stage it is not possible to be certain how much of this would be provided by 2040. A cautious approach is suggested that which assumes that some 20% of this (ie 4,600sqm) can be completed by 2040.
- 6.12 The table below sets out the estimated capacity of each site and compares this with the residual requirement. The employment land supply table 3 above is dated April 2023 and since then permission has been granted for up to 6,719sqm of industry and/or storage and distribution floorspace at Land West of Regs Way, Bardon (21/02281/FULM). This quantum has been deducted from the requirement figure in the table below.
- 6.13 The table below does not include any sites at Ashby de la Zouch. However, land at Money Hill is allocated for employment purposes in the adopted Local Plan. This site has yet to come forward for development due to restrictions associated with the River Mease. These issues will be resolved when pumping out of catchment occurs (2027). This site remains an appropriate employment site and so it is proposed to reconfirm the allocation of this site. Whilst not included in the table below, it has been accounted for in the employment land supply table 3.

Table 7 – Proposed employment land allocations

			Offices	General B2/B8
EMP24	East of Midland Road	Ellistown	0	29,160
EMP89	W of Hilltop	Castle Donington	6,000	11,850
EMP73 (part)	N of A6 Derby Road	Kegworth	0	30,000
EMP73 (part)	N of A543 Remembrance Way	Kegworth	0	40,000
IW1	New settlement	Isley Woodhouse	0	4,600
EMP60	Burton Road	Oakthorpe	0	12,100
			Total sqm	6,000
			Requirement	Up to 10,506sqm
			Under/over	-4,506sqm
				At least 107,843sqm
				+19,867sqm

- 6.14 This shows that the sites listed are insufficient to meet the entirety of the office requirement figure. The picture for offices is a mixed one. The employment land forecast

in the Stantec study shows that the number of people in office-based jobs will increase over the plan period which, on the face of it, translates into a need for new office premises. However, the Stantec report acknowledges there is uncertainty about this, particularly about the extent to which increased home working will affect future needs and presents the requirement as a maximum figure. A market demand for new stock is also not apparent and, linked to this, speculative office development is not currently viable. This situation is not unique to North West Leicestershire and a quite substantial market adjustment would need to happen for this position to change. Officers will keep this matter under review.

- 6.15 Conversely the table shows an apparent excess of small industrial/warehousing. Officers consider that it is nonetheless pragmatic to include all these sites for the following reasons.
- The industry/smaller warehousing requirement is expressed as a minimum;
 - Some sites may fall away or be reduced in size as more information becomes available; and
 - The overall employment land supply position may change when this is updated in April 2024.

Strategic Warehousing

- 6.16 Further to the findings of the [Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change \(April 2021\)](#), the Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters. To this end, the authorities commissioned a study to advise on how best to distribute the future need for strategic warehousing across the authorities' areas. This report is in preparation and, when complete, it will form a part of the evidence base for the new Local Plan. The report will recommend an apportionment of the requirements, but it will be down to individual authorities through their Local Plans to determine which site/s to allocate based on their own detailed understanding of relevant planning factors.
- 6.17 As already noted (paragraph 2.11) Committee has previously agreed an initial policy option whereby this council would provide for 50% of the outstanding Leicester & Leicestershire requirement (approximately 106,000sqm). This will be revisited when the apportionment report is complete.

East Midlands Freeport.

- 6.18 The East Midlands Freeport was designated by the government in March 2021. The designation covers three locations, one of which is centred on East Midlands Airport within North West Leicestershire. Some 100Ha of land to the south of the A453/J23a of M1 and to the immediate east of Diseworth is included in the Freeport designation. This same land has been promoted for employment-related development in the council's SHELAA (site reference EMP90).
- 6.19 A purpose of the Freeport designation is to incentivise business and enterprise. Businesses locating to the Freeport will benefit from a package of financial benefits. As some of the incentives are due to cease in 2026, there is pressure to develop the site quickly.
- 6.20 The Strategic Growth Plan identifies East Midlands Airport and its immediate area as a major employment opportunity and it forms part of the broad 'Leicestershire International Gateway' area. Additionally, the site's Freeport status must be given significant weight as a statement of government policy when considering the site allocations for this new plan. Similarly, the development proposed would generate very substantial direct and indirect

economic and employment benefits which will be important factors in the scheme's favour.

- 6.21 In designating the Freeport, however, an assessment of the planning merits of the site was not undertaken by the government; in effect it is an economic designation. The acceptability of the proposal in planning terms is a matter for this new Local Plan and/or a planning application balanced against the above considerations.
- 6.22 From a planning point of view the following are key planning considerations (although there are also more):
- Highways/transport – in view of the site's location and the level of traffic that could be generated, it will be important to understand the likely impact on the road network, including both J23a and J24 of the M1. As noted elsewhere in this report transport evidence has been commissioned to support the plan with a specific focus on the northern part of the district. This will consider the impact of this site on its own, but also in conjunction with the proposed new settlement (SHELAA reference IW1) and land west of Castle Donington (SHELAA reference CD10). It will also identify any mitigation measures required as part of any development.
 - There is the potential for harmful affects upon the Diseworth Conservation Area, particularly if development was to come right up to the edge of the village, to correspond with the Freeport designation, which could erode its legibility as a standalone settlement within its rural context.
 - In terms of potential impact upon the landscape, it is considered that the scale of the proposed development would result in harmful impacts which would detract from the rural setting of Diseworth.
 - There is the potential for adverse impacts on the amenity of nearby residential properties.
 - Other potential concerns relate to impact on biodiversity, flooding and drainage and the operation of East Midlands Airport.
 - The exact nature and extent of development impacts will depend upon the details of the proposal and the site's design and layout.
- 6.23 In addition to the above site-specific concerns, and as noted above, the Leicester and Leicestershire Strategic Warehousing apportionment study has yet to be completed. Its findings will need to be considered as they will have a bearing on the selection of location/s for strategic warehousing for the new Local Plan. We also need an up-to-date understanding of the progress made by all the Leicester & Leicestershire authorities towards meeting the need identified in the 2021 study.
- 6.24 At this time, faced with these significant concerns and uncertainties, officers are not yet in a position to make a firm recommendation that the Freeport site should be proposed for allocation or, conversely, that it should be rejected at this stage. The expectation is that these issues will have been resolved, one way or another, by the time Regulation 19 Plan is being produced (likely to be late 2024/early 2025). If the issues are satisfactorily addressed, then this could mean a recommendation to allocate the site at that point. However, introducing such a significant proposal late in the plan process is not without risk.
- 6.25 To address this risk, and to provide an opportunity to gather the views of the public and stakeholders, it is considered important that the site features in the forthcoming consultation in some form.
- 6.26 Having regard to the concerns outlined above, officers consider that potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, would be likely to be unacceptable based on the current extent of the designated Freeport land. At this stage it

is suggested that a smaller site be consulted upon as a 'Potential Location for Strategic Distribution'. The recommended site boundary and proposed policy included in the proposed consultation document at Appendix A reflects these concerns.

- 6.27 The decisions at Regulation 19 stage will be subject to the outcome from the Leicester and Leicestershire Strategic Warehousing apportionment study identifying a need for additional strategic B8 in North West Leicestershire, together with addressing the various concerns outlined above. The proposed policy allows for this.

J11 A/M42

- 6.28 At the Development Options and Policy Options stage (January 2022) it was identified that new development at the J11 M/A42 location could capitalise on the profile of Mercia Park with the potential to share infrastructure. The emerging spatial strategy agreed by Local Plan Committee reflects this:

Allocate employment land at Coalville, Ashby and Castle Donington/East Midlands Airport, at the Local Service Centres and at a 'new', expanding employment location at J11 M42.

- 6.29 As outlined, the matter of strategic warehousing is subject to a number of uncertainties including around the role and suitability of the designated Freeport site as described above.
- 6.30 All the SHELAA sites which are potentially suitable for strategic B8 uses have been appraised as part of the detailed site assessment work described elsewhere in this report. This work is on a site-by-site basis and does not factor in wider issues (such as the outcomes of the apportionment study) which may also influence the final selection of site/s for inclusion in the Plan.
- 6.31 Based on the assessment of all the potential sites, officers' view is that land to the north of J11 A/M42 is a suitable site for allocation (SHELAA site EMP82). The site is approximately 28Ha and comprises a wedge -shaped parcel of agricultural land contained by the A42 to the east, the A444 to the west and by field boundaries to the north. The Mercia Park development faces the site to the west.
- 6.32 In the same vein as the Freeport site, it would be pragmatic to include this site in the forthcoming consultation as a 'Potential Location for Strategic Distribution'. This will mean its merits can be tested through wider public consultation in advance of a future decision on the necessity for a site allocation in this location. A proposed policy and site plan are included in the document in Appendix A.
- 6.33 It is important to note that this issue is not presented as a straightforward choice between these two locations in the draft consultation document. Depending on the resolution of the outstanding matters, the recommendation at Regulation 19 stage could be that allocation of one site is justified, or both sites or, indeed, neither site or even a different site entirely.

7.0 NEXT STEPS

- 7.1 The sites proposed to be allocated for housing and employment as set out at Appendix A, together with the policies agreed by Local Plan Committee at its meeting on 18 October and those matters covered elsewhere in this report, comprise the draft Local Plan prepared under Regulation 18. In addition, a variety of supporting documents will be published including those referred to at paragraph 3.5 of this report.

- 7.2 The intention is that all of these will be consulted upon for a period of six weeks starting in late January 2024. This will include some form of direct public engagement in a number of locations, most likely in the form of an informal roadshow/exhibition during an afternoon and evening. Members will be provided with more details when they are available. In addition, those on the Council's consultation database will be contacted directly to be made aware of the consultation and other means will be used to publicise the plan.
- 7.3 The consultation responses will be reported back to a meeting of this committee in due course. Exactly when will partly depend upon the nature and volume of responses received.
- 7.4 All policies will need to be subject to a Sustainability Appraisal (SA). Any suggested changes arising from the SA will be considered alongside responses to the proposed consultation. In addition, a Viability Assessment of the plan together an Infrastructure Delivery Plan will need to be prepared.
- 7.5 As members have been previously advised, the government intends that plans being prepared under the current regulations will need to be submitted for Examination by the end of June 2025. The final version of the plan (referred to as the Regulation 19 plan) will need to be agreed by a meeting of Council towards the end of 2024/ early 2025 if this deadline is to be met.

Policies and other considerations, as appropriate	
Council Priorities:	Insert relevant Council Priorities: <ul style="list-style-type: none"> - Support for businesses and helping people into local jobs - Developing a clean and green district - Local people live in high quality, affordable homes - Our communities are safe, healthy and connected
Policy Considerations:	The National Planning Policy Framework requires that plans meet the development needs of their area.
Safeguarding:	None discernible
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	Detail any impact the decision will have on customers
Economic and Social Impact:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment and Climate Change:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community Engagement:	A number of the policies have been the subject of previous consultation. Where this is the case, it is highlighted in the report. All the proposed policies will be subject to consultation. The consultation arrangements will be governed by requirements in the Statement of Community Involvement
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to

	minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk

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APPENDICES

APPENDIX A - COMMITTED HOUSING SITES (10+ DWELLINGS GROSS) AT 1 APRIL 2023

THIS DOCUMENT WAS PREPARED PRIOR TO THE REVISIONS MADE TO THE [NATIONAL PLANNING POLICY FRAMEWORK \(NPPF\)](#) ON 20 DECEMBER 2023. ANY REFERENCES TO THE NPPF ARE TO THE PREVIOUS VERSION DATED SEPTEMBER 2023 AND WILL BE CORRECTED AT THE NEXT STAGE OF THE PLAN.

1. INTRODUCTION

1.1. The [National Planning Policy Framework](#) (NPPF, 2023) requires Local Plans to include strategic policies that:

- Make sufficient provision for uses including housing and employment (paragraph 20); and
- Provide a clear strategy for bringing sufficient land forward to meet growth needs, including planning for and allocating sufficient sites to deliver the strategic priorities of the area (paragraph 23).

1.2. The accompanying [Draft Policies Consultation Document](#) consultation document confirms that over the Local Plan period (2020 to 2040) we have a need for 13,270 new homes (686 per year). The baseline requirement for employment land (2017-2040) is 59,590 sqm for office uses and 195,500 sqm for industrial and small warehousing (of less than 9,000 sqm). Work to identify our requirement for strategic warehousing (of more than 9,000 sqm) is ongoing¹.

1.3. Our development strategy aims to:

- Direct new housing growth to locations that provide access to jobs, services, infrastructure and where there are alternatives to the private car, whilst also recognising the need to protect the countryside.
- Takes account of the [Strategic Growth Plan for Leicester and Leicestershire](#) which identifies the Leicestershire International Gateway focussed on the northern parts of the A42 and the M1, around East Midlands Airport, as one of several locations for growth across Leicester and Leicestershire.
- Take a balanced approach to the location of new employment development. This involves making provision at the higher order settlements where historically the market has been strongest, capitalising on the existing Mercia Park development and the excellent transport links at J11 and also making some, limited provision for new employment land in the more rural parts of the District.

1.4. Our housing and employment needs up to 2040 will be met by a combination of:

- Sites already constructed ('completions');
- Sites currently under construction and sites with planning permission ('commitments'); and
- Site allocations.

1.5. This document is structured as follows:

- Section 2 provides more information on our housing commitments.
- Section 3 sets out our proposed housing allocations.
- Section 4 sets out our proposed allocations for general employment needs.
- Section 5 provides information on our proposed locations for strategic warehousing.

1.6. Several supporting documents have informed our proposed site allocations:

¹ We are awaiting the outcome of the Leicester & Leicestershire Apportionment of Strategic Distribution Floorspace Study.

Table 1: Site Allocations Supporting Information

Document	Purpose of Document
Methodology for Site Assessments	This sets out our approach to assessing potential housing and employment sites in the District.
Strategic Housing and Employment Land Availability Assessment (SHELAA, 2021)	We are required by the National Planning Policy Framework (NPPF) to have a clear understanding of the land available for potential development (paragraph 68). The SHELAA identifies all the potential development sites in the District and is an essential piece of evidence for the Local Plan.
Site Assessment Proformas	This brings together a range of quantitative and qualitative data and scores sites using a Red/Amber/Green rating (see Appendix 4 of the Site Assessment Methodology). The site proformas were used to assess the sustainability of each site, forming part of the Sustainability Appraisal.
Sustainability Appraisal (SA)	It is a legal requirement for Local Plans to be informed throughout their preparation by a Sustainability Appraisal (SA). The SA should demonstrate how the Local Plan has addressed relevant economic, social and environmental objectives. Significant adverse impacts on these objectives should be avoided and, wherever possible, alternative options which reduce or eliminate such impacts should be pursued. Where significant adverse impacts are unavoidable, suitable mitigation measures should be proposed (or, where this is not possible, compensatory measures should be considered).
Detailed Site Assessments	This brings together all the information from the SHELAA and SA, identifies the key planning considerations for each site and selects the most suitable sites for allocation. For housing, these have been prepared by settlement. For employment, they are presented on a site by site basis.

Draft Policy Requirements

- 1.7. A site location plan is provided for each allocation. After this consultation, and as we finalise the development requirements for our allocations, we intend to provide plans for each site which depict various constraints / opportunities / parameters to which a planning application should adhere. We have provided example parameters plans for Land north and south of Park Lane, Castle Donington (CD10) and Land south of East Midlands Airport (EMP90).
- 1.8. Each proposed housing and employment site allocation sets out the uses for which the site is allocated.
- 1.9. For housing, this will include:
 - **An approximate number of dwellings** – all of the housing allocations are for major sites (10 or more dwellings) and will require the provision of affordable housing in

accordance with draft Policy H5. The final number of dwellings on each site will be determined at the planning application stage and will depend upon factors such as the final mix, size and density of housing.

- **Public open space** – the final amount and type of open space required on each site will be finalised as the Local Plan progresses.
- **Surface water drainage** – All allocations will require a surface water drainage scheme (SuDS) to deal with treatment of storm water.
- **Other facilities** – in order to make them sustainable, larger sites may be required to provide land for other facilities such as a primary school, local centre or some employment uses.

1.10. For each employment allocation, the estimated floorspace capacity (in sqm) of the site and the acceptable uses (by use class) are set out.

1.11. Each proposed housing and employment site allocation also sets out our proposed development requirements for that specific site, for example, where the access should be provided, any parts of the site which should remain free from built development or the financial contributions necessary to make the development acceptable in planning terms (Section 106 contributions).

1.12. It should be noted that we are still at an early stage in identifying the particular infrastructure requirements for each allocation (education, healthcare, highways etc). We have prepared Part 1 of an [Infrastructure Delivery Plan](#) (IDP), but as the Local Plan makes further progress, each of the allocations will be subject to a more detailed assessment in Part 2 of the IDP.

1.13. Where a site is in a specific location that would require a certain assessment to be submitted with a planning application, this is also included in the development requirements. For example, sites that are in a particular Minerals Safeguarding Area will require a Minerals Assessment and sites that are close to an identified noise source (such as Donington Park, or East Midlands Airport) will require a noise assessment.

1.14. It is assumed that the majority (if not all) of our proposed site allocations will require the following reports as part of any future planning application, and as a result, they have not been referred in the proposed policy requirements for each site²:

- Design and Access Statement
- Flood Risk Assessment
- Transport Statement or Transport Assessment
- Phase 1 Habitat Survey (followed up with any necessary species surveys)
- Air Quality Assessment in accordance with our adopted Air Quality Supplementary Planning Document
- Ground Investigation Study
- Desk Based Archaeological Assessment (followed up with any necessary archaeological site investigation)

² For more information, see our list of planning application validation requirements. This is in the process of being updated and will be on our website in due course.

- 1.15. As the Local Plan makes more progress, the parameters for a Health Impact Assessment (HIA)³ will become clearer and it is possible that we will specify in the policy requirements for those sites where it is required.
- 1.16. It should also be noted that our proposed allocations may change as the Local Plan progresses. For example, evidence may come to light that a particular site is not deliverable or developable. We also anticipate that new sites not considered so far will need to be assessed, which may or may not be more suitable development options.
- 1.17. **As we are at an early stage in Local Plan preparation, this consultation provides an opportunity for stakeholders, site promoters and local residents / businesses to comment on our site allocations, the proposed uses and development requirements for each site, as well as identify anything which we have not included at this stage.**

³ This is a new policy requirement, not currently included in the adopted Local Plan.

2. HOUSING COMPLETIONS AND COMMITMENTS

Housing Need 2020 to 2040

- 2.1. For housing, the Local Plan covers the period from 1 April 2020 to 31 March 2040. Over this period, we have a need for **13,270** homes (**686** homes per year). More information is provided in our [Draft Policies Consultation Document](#) (Policy S1).
- 2.2. It has been previously agreed that we should apply a flexibility allowance of 10% to our housing need. This will help cover the eventuality that sites may not be delivered for the total amount or at the rate anticipated.

Housing Completions 2020 to 2023

- 2.3. We monitor housing completions once a year⁴. In the first three years of the plan period (1 April 2020 to 31 March 2023), **2,396** homes (net) were built in the District. **2,130** of these homes were on sites comprising 10 or more dwellings (major sites) and **266** were on sites of less than 10 dwellings (small sites).

Housing Commitments 2023 to 2040

- 2.4. A proportion of our housing need between 2020 and 2040 will be met by sites which are already committed. Our housing commitments comprise:
 - Dwellings **under construction** at 31 March 2023.
 - Dwellings which have **planning permission** (either full, outline or reserved matters). Construction has not started on these homes, but they could form part of a wider site where construction is underway, or a site which has not started and where the planning permission could potentially lapse.
 - Dwellings which do not have planning permission but have a '**resolution to grant permission**'. At present, we have one site at Waterworks Road, Coalville (application reference 20/00831/OUTM), where there is a resolution to approve the application, but where a Section 106 legal agreement needs to be finalised before planning permission can be granted.
 - Dwellings **allocated in the adopted Local Plan**. This applies to Money Hill, Ashby de la Zouch, where part of the site has planning permission and is under construction, but the remainder (around 1,200 dwellings) is allocated and does not yet have planning permission.
- 2.5. A more detailed breakdown of the completed and committed dwellings at major sites is provided at **Appendix A**.
- 2.6. Every year we prepare a [housing trajectory](#) that estimates how many dwellings will be built over the course of the plan period, with the aim of demonstrating that we can meet our housing needs for the next five years. Our latest housing trajectory shows the position at 1 April 2023. From our committed sites, we anticipate **4,698** dwellings to be built between 2023 and 2031⁵ and a further **1,388** post 2031. We can also now factor in a further **677** dwellings

⁴ This is done at the end of each monitoring year. A monitoring year runs from 1 April to 31 March.

⁵ The end of the adopted Local Plan period (which covers 2011 to 2031)

which were previously on hold because of HS2⁶. This equates to a total **6,763** dwellings which we expect will contribute to our housing need up to 2040.

Housing Need and Supply Summary

- 2.7. The table below summarises our position, taking into account our housing need, completions between 2020-2023 and our projected completions up to 2040 from committed sites.

Table 2: Housing Need and Supply Position at 1 April 2023

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

Local Plan Site Allocations

- 2.8. **Table 2** shows that we have a remaining need for around 5,693 dwellings. To meet this need, we will need to identify additional sites. Our proposed housing allocations are set out in the next section of this document.

⁶ For more information, go to the Key Service Centres on page **33**.

3. HOUSING ALLOCATIONS

3.1. The National Planning Policy Framework (NPPF, 2023) requires local planning policies to:

“...identify a sufficient supply and mix of [housing] sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) specific, deliverable sites for years one to five of the plan period; and*
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the plan.”* (paragraph 68).

3.2. ‘Deliverable’ is defined in the Glossary of the NPPF as:

“To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years.”

3.3. ‘Developable’ is defined in the Glossary of the NPPF as:

“To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.”

3.4. The deliverability and developability of sites has been a key consideration for us in identifying our proposed housing allocations. After this consultation, the Regulation 19 version⁷ of the Local Plan will be supported by a housing trajectory, showing when in the Local Plan period our housing allocations are expected to be built, with the purpose of demonstrating that the Local Plan accords with NPPF paragraph 68.

3.5. Our proposed housing allocations are set out below.

⁷ This is the version of the plan that will be submitted to the Planning Inspectorate for examination. Before we submit the plan, it will be subject to another round of consultation.

Draft Housing Allocations

Site Reference	Site Address	Number of dwellings (Approximate)
Principal Town		1,692
C21	Rear of Bardon Road, Coalville	26
C46	Land at Broom Leys Farm, Broom Leys Road, Coalville	266
C48	South of Church Lane, New Swannington	283
C50	Jack's Ices, North of Standard Hill, Coalville	108
C61	Church View, Grange Road, Hugglescote	10
C74	Land at Lily Bank, Thringstone	64
C83	186, 188 and 190 London Road, Coalville	50
R17	Land at Coalville Lane/Ravenstone Road	153
C47, C77, C78, C86 C81	Broad Location West Whitwick	500
C92	Former Hermitage Leisure Centre, Silver Street, Whitwick	32
TBC	Coalville Town Centre Regeneration	200
Key Service Centres		2,326
A5	Money Hill, Ashby de la Zouch	1,200 ⁸
A27	South of Burton Road, Ashby de la Zouch	50
CD10	Land North and South of Park Lane, Castle Donington	1,076
Local Service Centres		450
Ib18	Land off Leicester Road, Ibstock	450
Sustainable Villages		334
Ap15 Ap17	Land at Old End, Appleby Magna and 40 Measham Road	32
D8	Land off Ramscliffe Avenue, Donisthorpe	32
E7	Land between Midland Road and Leicester Road, Ellistown	69
H3	Land adjacent to Sparkenhoe Estate, Heather	37
Mo8	Land off Ashby Road, Moira	49
Oa5	Land at School Lane, Oakthorpe	47
P4	Land South of Normanton Road, Packington	18
R12	Land at Heather Lane, Ravenstone	50
New Settlement		
IW1	Land at Isley Woodhouse	4,500 ⁹

⁸ This site is allocated in the adopted Local Plan (2011 to 2031) and has been included in our 'commitment' figures at **Table 2** above.

⁹ At present, we anticipate around **1,900** dwellings will be built in the period up to 2040.

Principal Town

- 3.6. The Coalville Urban Area comprises **Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, Thringstone, Whitwick** and the **Bardon employment area**. It is identified as the District's Principal Town in our settlement hierarchy (Policy S2) and the focus for the largest amount of new development.
- 3.7. South East Coalville is a large urban extension with planning permission for 3,500 dwellings¹⁰. The development will make a significant contribution towards our housing requirement between 2020 and 2040. Construction on the site started in 2018/19. As at 1 April 2023, 670¹¹ dwellings had been completed. 603 of these were completed from 1 April 2020 and will count towards the overall Local Plan housing requirement for 2020 to 2040. This leaves a residual of **2,830** dwellings to be completed in the period up to 2040. Based on completion rates to date as well as input from the site promoters, we anticipate the site will be completed around 2033.
- 3.8. In addition to the 2,830 dwellings at South East Coalville, **Appendix A** confirms the other sites in the Coalville Urban Area that have contributed or will contribute to our housing need up to 2040. The following sites have planning permission, but at 1 April 2023, were yet to deliver any homes:
- Land North Of Standard Hill And West Of Highfield Street, Coalville (400 dwellings)
 - Snibston Discovery Park, Ashby Road, Coalville (144 dwellings)
 - Waterworks Road, Coalville (101 dwellings)
 - Workspace 17, Highfield Street, Coalville (22 dwellings)
 - Stephenson House, Coalville (14 dwellings)
 - Land off Forest Road, Hugglescote (24 dwellings)
- 3.9. In addition to these completions and commitments, we are proposing to allocate around **1,692** dwellings across the Coalville Urban Area.

¹⁰ South East Coalville comprises planning permission references 12/00376/OUTM (800 dwellings) and 13/00956/OUTM (2,700 dwellings).

¹¹ 666 dwellings is the gross figure, accounting for 4 dwellings which were demolished to accommodate the scheme, the net figure is 662.

Land rear of Bardon Road, Coalville (C21)

3.10. This site lies to the south of Bardon Road.



Land rear of Bardon Road, Coalville (C21)

- (1) Land rear of Bardon Road, Coalville (C21), as shown on the Policies Map, is allocated for:
 - (a) Around 26 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Areas of public open space
 - (d) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from the proposed Bardon Link Road or via site C83 to the west;
 - (b) Existing hedgerows around the site boundary to be retained with a five metre buffer;
 - (c) Existing trees to be retained within the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
 - (d) Achievement of biodiversity net gain in accordance with national requirements;

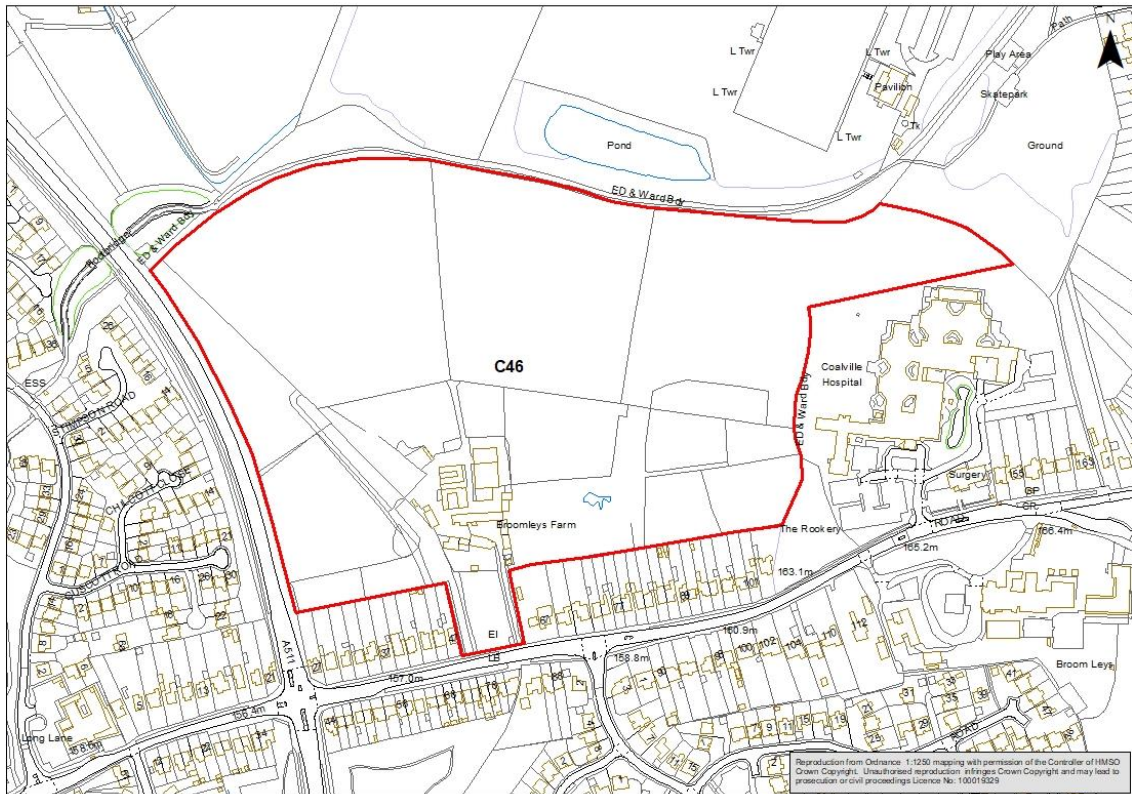
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.11. In order for this site to be developed, it will be necessary to secure an access either off the proposed Bardon Link Road¹² or as part of a larger development with 186, 188 and 190 London Road, Coalville (site reference C83).

¹² The Bardon Link Road will provide an additional link from Bardon Road to the South East Coalville development to the south of C21.

Broom Leys Farm, Broom Leys Road, Coalville (C46)

3.12. This site lies to the east of the A511 Stephenson Way and north of Broom Leys Road. It is bounded to the north by a footpath running along a former mineral railway. To the east, the site is bound by Coalville Community Hospital and Sharpley Avenue recreation ground. A public right of way (O6) crosses the western part of the site.



Broom Leys Farm, Broom Leys Road, Coalville (C46)

(1) Broom Leys Farm, Broom Leys Road, Coalville (C46), as shown on the Policies Map, is allocated for:

- (a) Around 266 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision of self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

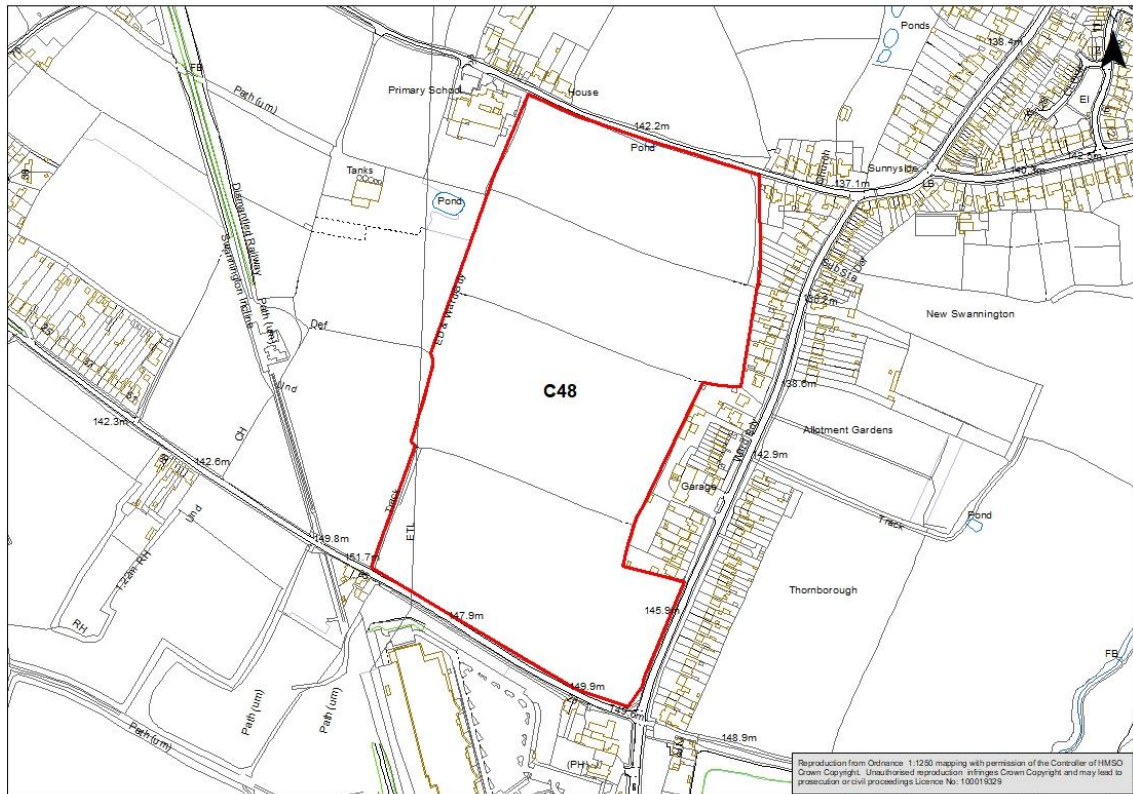
- (a) Provision of a safe and suitable access from Broom Leys Road and/or the A511;
- (b) Provision of active travel pedestrian and cycle routes through the site including a link to the former mineral railway line which adjoins the northern boundary of the site;

- (c) Retention and enhancement of the existing public right of way (O6);
- (d) Retention and enhancement of existing hedgerows and trees within the site and along the boundary of site with Stephenson Way (other than in the event that access from the A511 is required) and the former mineral railway;
- (e) Provision of public open space along the northern, western and north-eastern boundaries of the site;
- (f) Achievement of biodiversity net gain in accordance with national requirements;
- (g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (h) A design which respects the amenity of adjoining residential properties on Broom Leys Road and Coalville Community Hospital; and
- (i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

- 3.13. This site forms part of an Area of Separation between Coalville and Whitwick in the adopted Local Plan. Having assessed all the available sites in the Coalville Urban Area, we have concluded that it will be necessary to allocate land in the Area of Separation to ensure we can meet our future housing need.
- 3.14. We commissioned an Area of Separation Study in 2019 which split the Area of Separation into units and assessed whether those units made a primary, secondary or incidental contribution to the Area of Separation. Whilst some units were identified as making an incidental contribution, none of these were suitable for housing development. The Study concluded that Broom Leys Farm makes a secondary contribution to the Area of Separation.
- 3.15. Because of the site's location adjacent to the remainder of the Area of Separation, the provision of open space in the northern, western and north-eastern parts of the site will help maintain a sense of openness when viewed from the footpath adjoining the northern boundary of the site.
- 3.16. The site was the subject of a planning application for up to 250 dwellings submitted in 2014 (14/00808/OUTM). The application was never determined. At that time, the local highways authority did not raise an objection to a proposed access from the A511 which to an additional access on Broom Leys Road. This suggests a similar access strategy may be suitable, although it would be necessary to have regard to up-to-date traffic data.

South of Church Lane, New Swannington (C48)

3.17. This site lies to the rear of residential properties fronting Thornburgh Road, north of Spring Lane and south of Church Lane. The site is currently in agricultural use.



South of Church Lane, New Swannington (C48)

(1) South of Church Lane, New Swannington (C48), as shown on the Policies Map, is allocated for:

- (a) Around 283 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

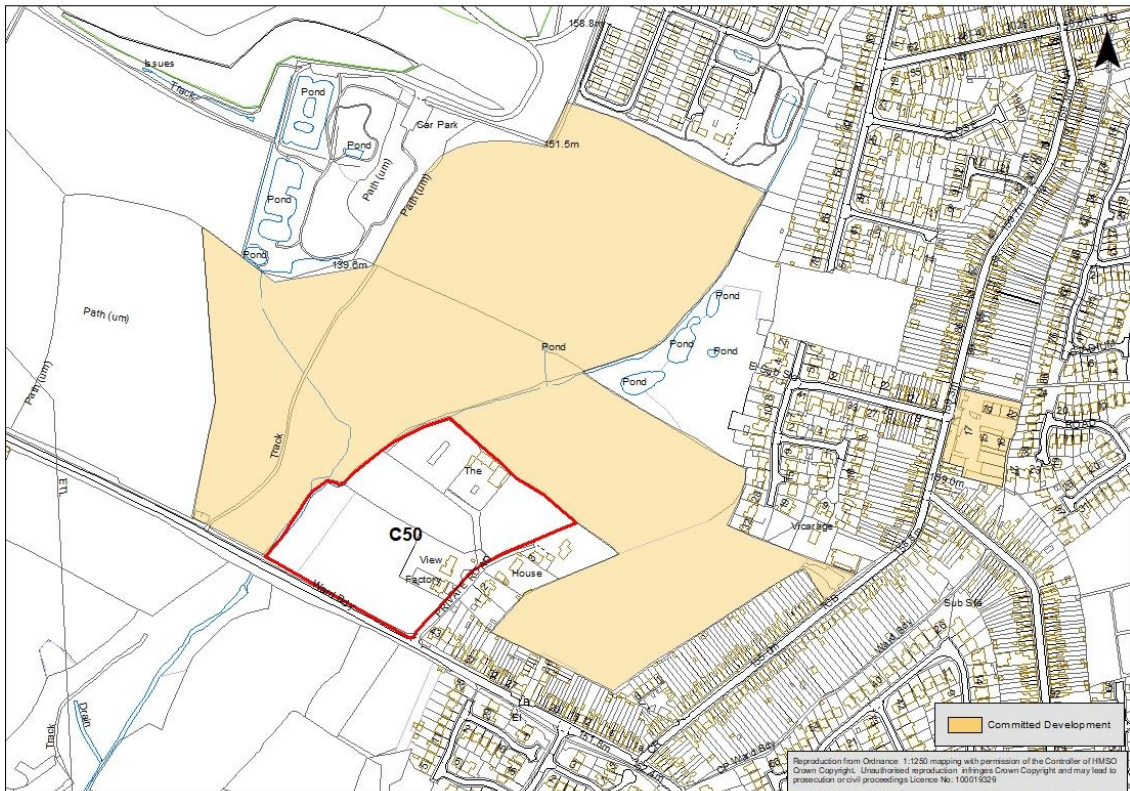
- (a) Provision of a safe and suitable access from both Thornburgh Road and Spring Lane. No access will be allowed from Church Lane;
- (b) Provision of active travel cycle routes through the site and pedestrian and cycle recreational routes within the site;
- (c) Retention and enhancement of the existing public rights of way N43, O12 and O13;
- (d) Achievement of biodiversity net gain in accordance with national requirements;

- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) The submission, a part of a planning application, of an Archaeological Impact Assessment;
- (g) Provision of a noise bund along the eastern boundary of site where it adjoins existing business uses;
- (h) A design which respects the amenity of adjoining residential and employment uses; and
- (i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.18. A planning application (16/01407/OUTM) for residential development was refused in 2017, primarily because the site was in the countryside. There were also concerns regarding the design of the scheme and its potential impact on archaeological remains. At the time the application was deemed acceptable by the local highway authority. The applicants withdrew their appeal when the Council adopted the current Local Plan.

Jack's Ices, North of Standard Hill, Coalville (C50)

3.19. This site comprises a mix of brownfield and greenfield land, located to the north of Standard Hill. Just over half of the site is greenfield land used for agricultural purposes. The remainder of the site is made up of a mix of a residential dwelling, an ice cream factory and various farm buildings, grain stores and an agricultural contractor business. The site is bordered to the east by existing residential properties and to the north and west by a recently commenced housing development of 400 dwellings. The southern boundary runs along Standard Hill.



Jack's Ices, North of Standard Hill, Coalville (C50)

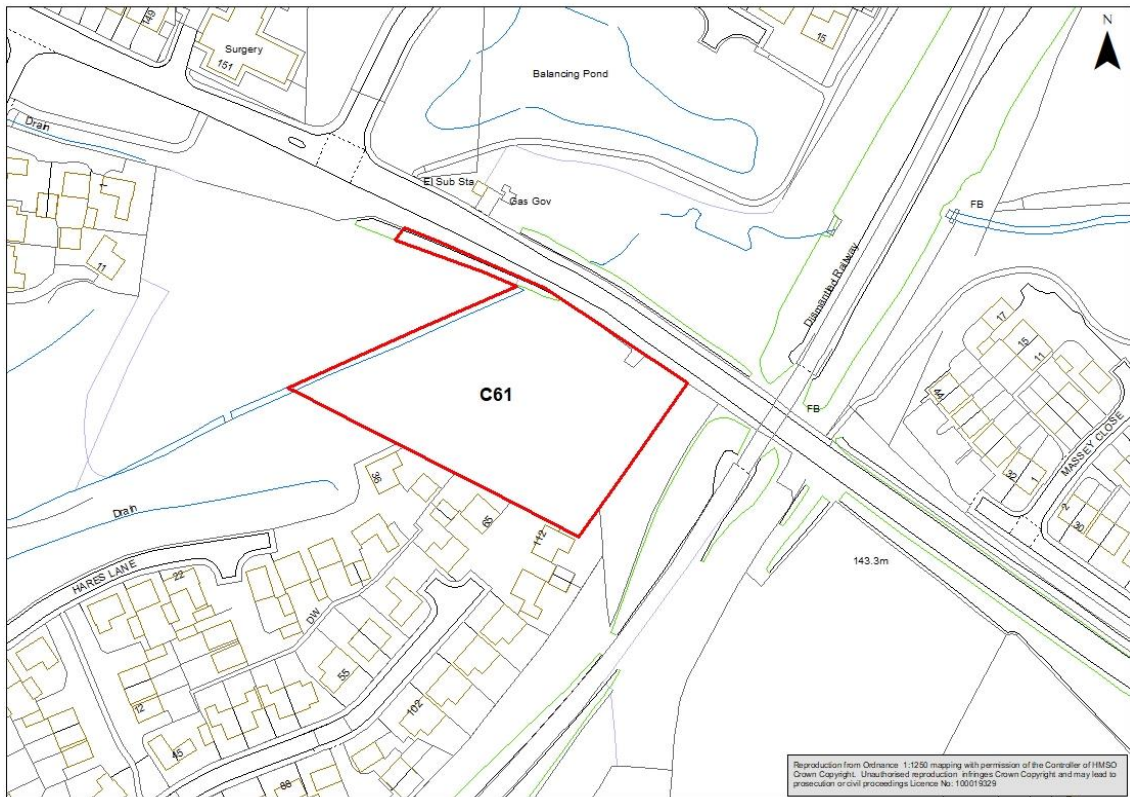
- (1) Jack's Ices, North of Standard Hill, Coalville (C50), as shown on the Policies Map, is allocated for:
 - (a) Around 108 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from Standard Hill or via the residential development taking place to the north and west of the site;

- (b) Provision of active travel cycle and pedestrian routes through the site to join with the adjoining development to the north and west;
- (c) The woodland in the south-west corner of the site is to be retained;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.20. This site was the subject of a planning application for 109 dwellings (19/02159/FULM) which was withdrawn in November 2019. The site is surrounded by existing or approved built development, and as a result, cannot be regarded as countryside. Subject to providing suitable access to the highway network, development would represent a rounding off of built development in the area.

Church View, Grange Road, Hugglescote (C61)

3.21. This site lies to the south of Grange Road within an otherwise the built-up area.



Church View, Grange Road, Hugglescote (C61)

(1) Church View, Grange Road, Hugglescote (C61), as shown on the Policies Map, is allocated for:

(a) Around 10 homes

(2) Development of this site will be subject to the following requirements:

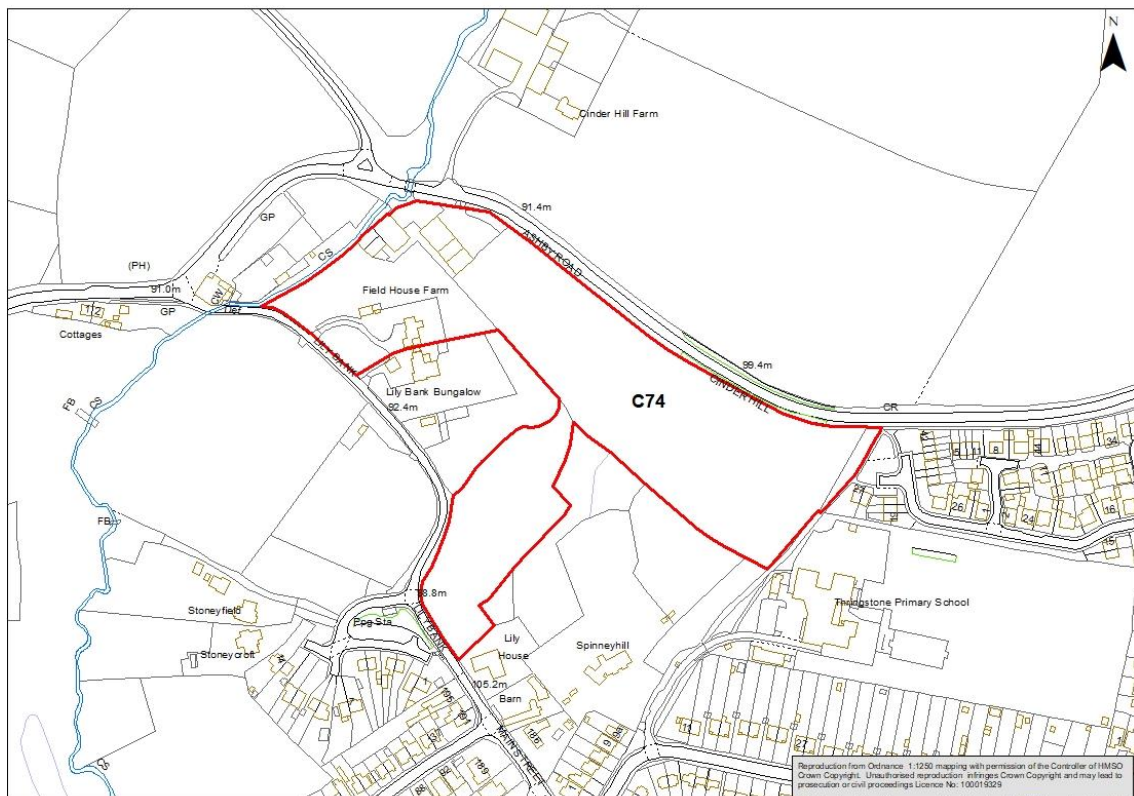
- (a) Provision of a safe and suitable access from Grange Road or via the existing development to the south of the site;
- (b) Provision of a pedestrian link to the former railway line which adjoins the site to the east;
- (c) Achievement of biodiversity net gain in accordance with national requirements;
- (d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (e) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and

(f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.22. Part of this site is located within Flood Zones 2 and 3 where built development would not be appropriate. A Flood Risk Assessment will need to demonstrate that the remainder of site can be developed without any adverse effects. It may be possible to secure an access from the recently completed development to the south which would avoid the need to provide an access on to Grange Road.

Land at Lily Bank, Thringstone (C74)

3.23. This site lies to the north-west of Thringstone between Lily Bank and the A512 Ashby Road. It is bounded to the east by recent development at Griffin Road and Thringstone Primary School.



Land at Lily Bank, Thringstone (C74)

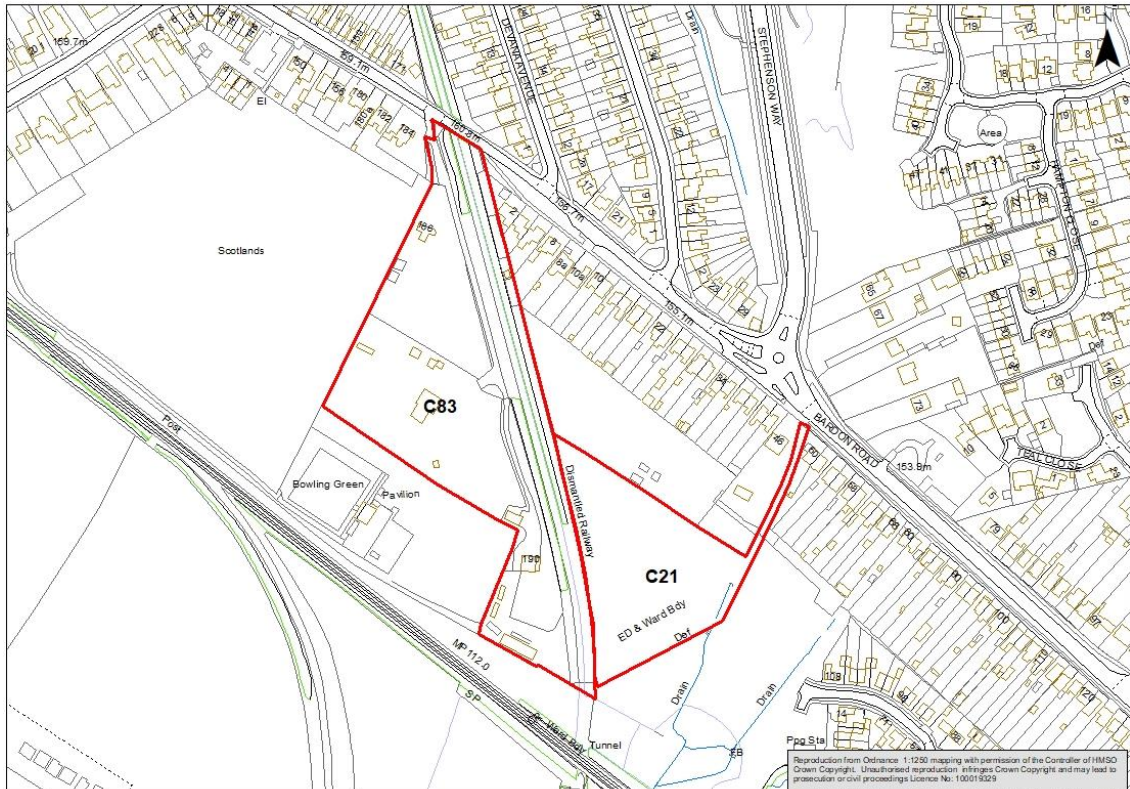
- (1) Lily Bank, Thringstone (C74), as shown on the Policies Map, is allocated for:
 - (a) Around 64 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from Lily Bank or via the existing development to the east (Griffin Road). Access will not be allowed from the A512 (Ashby Road);
 - (b) Provision of a direct pedestrian link to public right of way N5 which runs along the eastern boundary of the site;
 - (c) Retention and enhancement of the existing public right of way N4;

- (d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (g) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

- 3.24. The westernmost part of this site is located in Flood Zones 2 and 3a where built development would not be appropriate.
- 3.25. There is a public right of way which runs along the eastern boundary of the site. Providing a link from the site to this footpath will ensure direct access in to Thringstone via Henson's Lane or Griffin Road. The latter route will also provide access to Loughborough Road and regular bus services.

Land at 186, 188 and 190 London Road, Coalville (C83)

3.26. This site lies to the south of London Road and to the east of Scotlands Playing Field. A small part of the site adjoins the Leicester-Burton railway line.



Land at 186, 188 and 190 London Road, Coalville (C83)

(1) Land at 186, 188 and 190 London Road, Coalville (C83), as shown on the Policies Map, is allocated for:

- (a) Around 50 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

- (a) Provision of a safe and suitable access from London Road or via land to the east which is also proposed for housing development (C21);
- (b) Provision of a pedestrian access from the Scotland's Playing Field;
- (c) Provision of a pedestrian and cycle link along the route of the former mineral railway up to London Road;
- (d) Existing trees and hedgerows to be retained within and along the boundary of the site, particularly the wooded area that borders the

railway line to the south of the site, wherever possible and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);

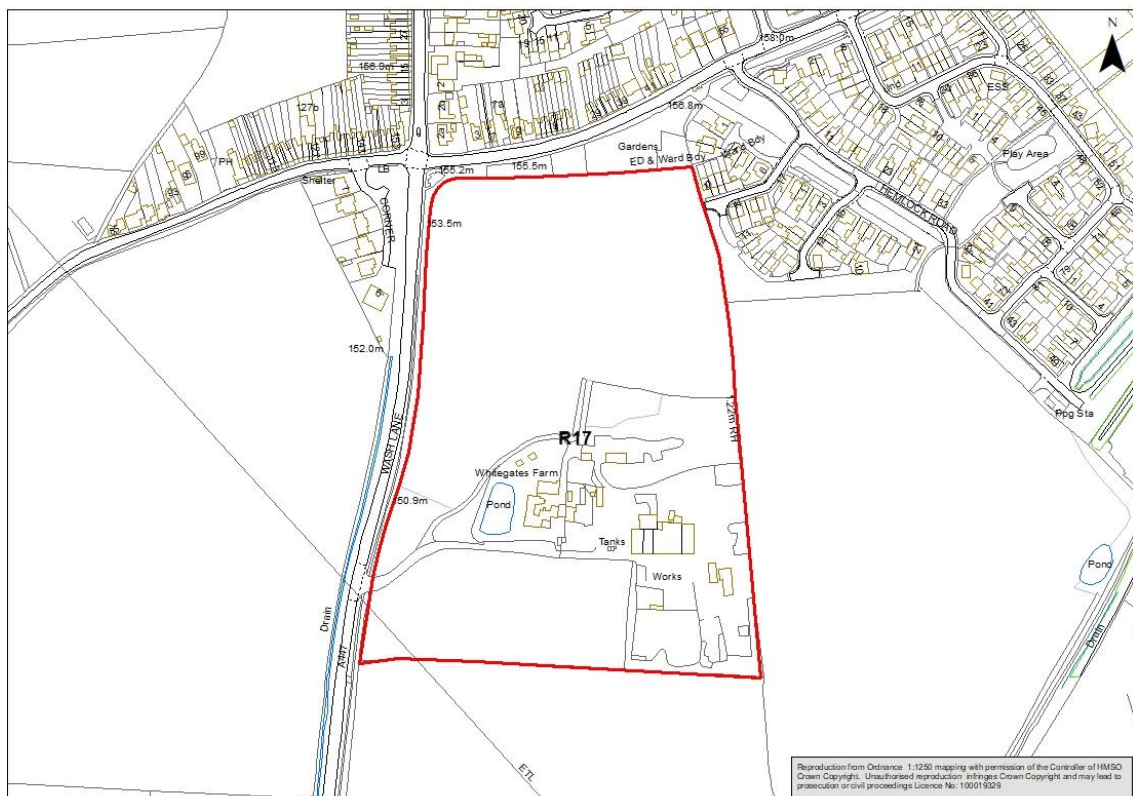
- (e) Hedgerows and trees to be retained wherever possible, including the wooded area that borders the railway line to the south of the site;
- (f) Achievement of biodiversity net gain in accordance with national requirements;
- (g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.27. The eastern boundary of the site adjoins land off Bardon Road (C21). There would be merit in developing these two sites together.

3.28. The boundary between C83 and C21 follows the route of the former railway which lies in a cutting for part of its route. This provides the opportunity for a pedestrian and cycle link to London Road and which will link into development taking place at south-east Coalville to the south of the Leicester to Burton railway line.

Land at Coalville Lane/Ravenstone Road (R17)

- 3.29. This site lies to the south of Coalville Lane and to the east of Wash Lane. It comprises an area of agricultural land on the northern half and a range of industrial buildings, hardstanding and residential property on the southern half. The site is bordered by a combination of open fields (to the south and west) and residential development (to the north on the opposite side of Coalville Lane and to the east). Allotments immediately adjoin the site to the north.
- 3.30. The site is located in Ravenstone Parish but is regarded as an extension to the Coalville Urban Area.



Land at junction of Wash Lane and Coalville Lane, Ravenstone (R17)

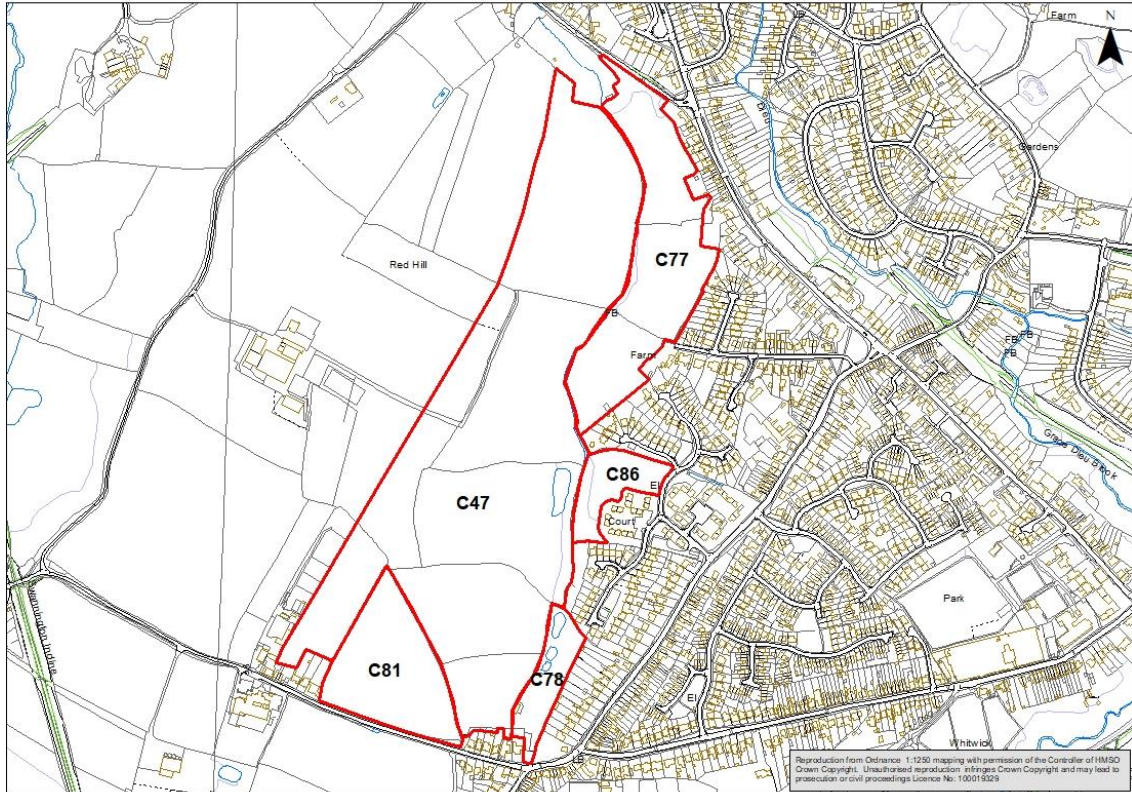
- (1) Land at junction of Wash Lane and Coalville Lane, Ravenstone (R17), as shown on the Policies Map, is allocated for:
 - (a) Around 153 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:

- (a) The submission of evidence which demonstrates that contamination will not prohibit future development;
- (b) Provision of a safe and suitable access from Wash Lane;
- (c) Provision of a pedestrian link through the site from Wash Lane to the adjoining residential development to the east of the site;
- (d) The retention and enhancement of hedgerows and trees (including the woodland copse adjoining Wash Lane) and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (g) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

- 3.31. The northern part of the site (currently in agricultural use) is the subject of a planning application for 105 dwellings (21/00494/OUTM).
- 3.32. The southern part of the site largely comprises brownfield land, where there is the potential for contamination, although detailed survey work would be required to ascertain as to whether this is the case or not.
- 3.33. Land to the east has been recently developed for housing. The provision of a pedestrian access to this site will facilitate easier access through to Coalville town centre via the former Snibston Discovery Park site.

Broad Location, West Whitwick (C47, C77, C78, C86, C81)

3.34. We have identified land to the west of Whitwick as a Broad Location for potential future development.



Broad Location, Land West of Whitwick (C47/C77/C78/C81/C86)

- (1) Land West of Whitwick C47/C77/C78/C81/C86), as shown on the Policies Map, is identified as a Broad Location where the Council will work with the different site promoters to seek to identify future areas for development comprising:
 - (a) Around 500 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)

- (2) For Land West of Whitwick to be formally allocated in the Regulation 19 Plan, there will need to be an agreement between the Council and the various site promoters which commits the various parties to work together to deliver a comprehensive and well-planned development in a timely manner that would also need to address the following matters:
 - (a) Provision of a comprehensive masterplan prepared jointly by the Council and the site promoters and informed by consultation with the

local community and other stakeholders. The masterplan should establish the key principles for how the site is to be developed, including design and layout and details of the infrastructure required to support development;

- (b) Provision of safe and suitable accesses to the local highway network;
- (c) Provision of active travel cycle and pedestrian routes through and within the site;
- (d) Retention and enhancement as far as possible of the existing public rights of way N34, N36, O14 and O15;
- (e) Existing trees and hedgerows to be incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing), including retention of an area of woodland to the rear of properties on Robinson Road;
- (f) Achievement of biodiversity net gain in accordance with national requirements;
- (g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

- (3) To enable a comprehensive and coordinated development approach, piecemeal or unplanned development proposals within the area which are likely to prejudice its delivery including the infrastructure required for the area will not be permitted.

- 3.35. There are several sites west of Whitwick and south of Thringstone in our Strategic Housing and Economic Land Availability Assessment (SHELAA). The sites have been submitted to us separately (sites C81, C47, C78, C77 and C86). Cumulatively, we estimate the sites could deliver around 500 homes.
- 3.36. Whilst some of these sites have potential to be built as standalone developments, not all of them have an obvious means of access. Larger developments have a bigger impact, but equally they are able to support the provision of more infrastructure to help relieve pressure on existing services and facilities. They also offer an opportunity to create a well-designed, high-quality place that small scale, incremental developments cannot.
- 3.37. We would like to explore the potential for these sites to be developed comprehensively, with a view to becoming allocated in a later version of the Local Plan. For the time being, we are identifying West Whitwick as a Broad Location for growth.
- 3.38. Broad Locations are specifically referred to in national planning policies and guidance. They are relatively large areas of land at a specified location where future development of an acceptable type and scale would be appropriate in principle. The identification of a Broad Location in a Local Plan does not imply that the whole area should be developed, rather that within this wider area, specific development sites would subsequently be identified, defined and allocated to specific uses taking account of local factors, constraints and features.

- 3.39. Before we can determine whether West Whitwick should be allocated for development, we will need to ascertain if we are able to establish a commitment to joint working amongst the various landowners and promoters.
- 3.40. Any future development would need to be comprehensively masterplanned to achieve a high-quality design and layout that integrates well with the surrounding built and natural environments and ensures a high degree of connectivity, particularly for pedestrians and cyclists, and provides good access to facilities and sustainable forms of transport.

Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)

3.41. This site lies to the north-west of Silver Street and was the site of the Hermitage Leisure Centre until it closed in 2022. The Hermitage Recreation Ground lies to the south-west whilst a public right of way (a former railway line) adjoins the north-western boundary of the site. Housing is located to the south-east of the site.



Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)

- (1) Former Hermitage Leisure Centre, Silver Street, Whitwick, as shown on the Policies Map, is allocated for:
 - (a) Around 32 dwellings
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from Silver Street;
 - (b) Provision of a pedestrian link to the existing public right of way to the north-west of the site;
 - (c) Achievement of biodiversity net gain in accordance with national requirements;

- (d) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (e) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.42. In 2022 the Hermitage Leisure Centre was replaced by the new Whitwick and Coalville Leisure Centre. After considering a range of options for the leisure centre building, in September 2022 the Council decided to retain the land as part of the Housing Revenue Account. The site's location and the fact that is previously developed land, together with the existence of a suitable access, makes it suitable for housing development.

Coalville Regeneration Sites

- 3.43. One of the Council's key aims is to regenerate Coalville town centre and its environs. We have published a [Coalville Regeneration Framework](#) (2023) which highlights several opportunity areas for future regeneration. This includes supporting more housing development, which will enhance the physical appearance of the town centre, whilst also providing a boost to local shops and services.
- 3.44. The Wolsey Road Regeneration Area (identified as project 3 in the Regeneration Framework) has planning permission for 77 dwellings and is now under construction (21/00596/FULM).
- 3.45. In October 2023, the Council resolved to grant planning permission for the Needham's Walk mixed use leisure development (project 6 in the Regeneration Framework). This development includes the provision of 28 one bedroom apartments (22/00819/FULM).
- 3.46. We are exploring other potential regeneration opportunities on previously developed land. Including the 28 dwellings at Needham's Walk, we estimate that such opportunities could provide around **200 dwellings**.
- 3.47. We will undertake more detailed assessment of these potential regeneration sites, with a view to including more information at the Regulation 19 stage.

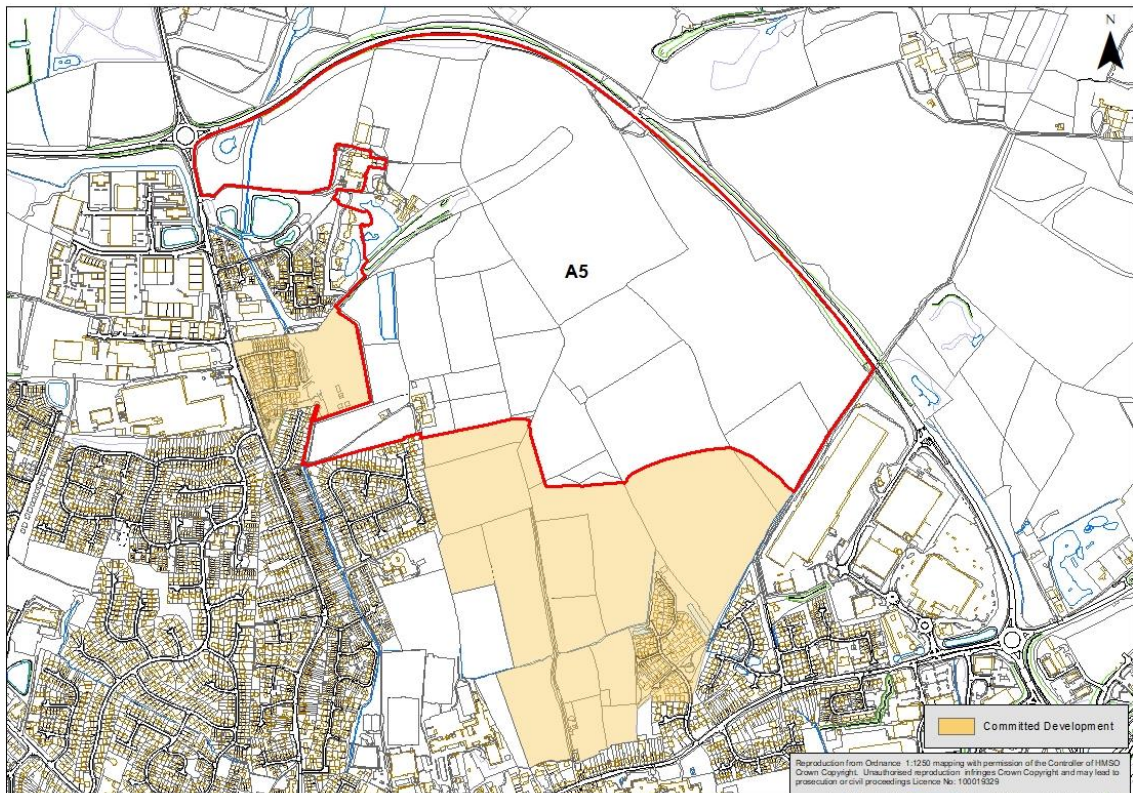
Key Service Centres

- 3.48. The Key Service Centres of **Ashby de la Zouch** and **Castle Donington** form the second tier of our settlement hierarchy. There are currently two large-scale sites under construction in the Key Service Centres which will contribute to our housing needs between 2020 and 2040; Money Hill in Ashby and Park Lane in Castle Donington.
- 3.49. The Ashby Neighbourhood Plan was made¹³ on 29 November 2018, prior to the start of this Local Plan period (2020). It does not allocate any sites for housing, and given Ashby's status in the settlement hierarchy, it is necessary for us to allocate housing sites in the Local Plan.
- 3.50. In the Key Service Centres, we are proposing to allocate around **2,326** dwellings across three sites.

¹³ This means it has been formally adopted and forms part of the Development Plan against which planning applications are determined.

Money Hill, Ashby-de-la-Zouch (A5)

- 3.51. The whole Money Hill site is expected to deliver in the region of 2,000 dwellings. Money Hill is located on the north-eastern side of Ashby. It is in the Limits to Development and is allocated for development in the adopted Local Plan (Policies H1b and H3a). Whilst part of the site has planning permission and is under construction, a planning application has not yet been submitted for the remainder.
- 3.52. We are proposing to allocate the remainder of the site for around 1,200 dwellings in the new Local Plan. As this part of the site is already allocated in the adopted Local Plan, it is included in our commitments figure at **Table 2**. However, as no planning application has been submitted for this part of the site, there is the opportunity to update the policy requirements.



Money Hill, Ashby-de-la-Zouch (A5)

- (1) Money Hill (A5), as shown on the Policies Map, is allocated for:
 - (a) Around 1,200 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Land to accommodate a [xx form] entry primary school
 - (e) Around 16ha of employment land (offices, industry and warehousing)
 - (f) Areas of public open space
 - (g) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:

- (a) An internal road layout which links to the adjacent committed development and the existing access points on to the A511 (the principal vehicular access), Smisby Road (the secondary vehicular access) and Nottingham Road;
- (b) Provision of active travel pedestrian and cycle routes through the site providing connections to the adjacent committed development and to Ashby town centre, adjacent employment areas and the wider countryside;
- (c) Provision for a bus link through the site;
- (d) Retention and enhancement of the existing public right of way crossing the site (O80);
- (e) Existing trees to be retained within the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (f) Achievement of biodiversity net gain in accordance with national requirements;
- (g) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (h) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
- (i) Provision of a Mineral Assessment for at or near surface coal;
- (j) Provision of a Coal Mining Risk Assessment;
- (k) A comprehensive masterplan prepared in consultation with stakeholders, including both the district and town council and agreed in writing with the local planning authority, for the comprehensive development of the site and its relationship to the existing and committed development in the vicinity and what measures will be put in place to protect the amenity of existing and committed residential areas; and
- (l) Any necessary Section 106 financial contributions, including but not limited to primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

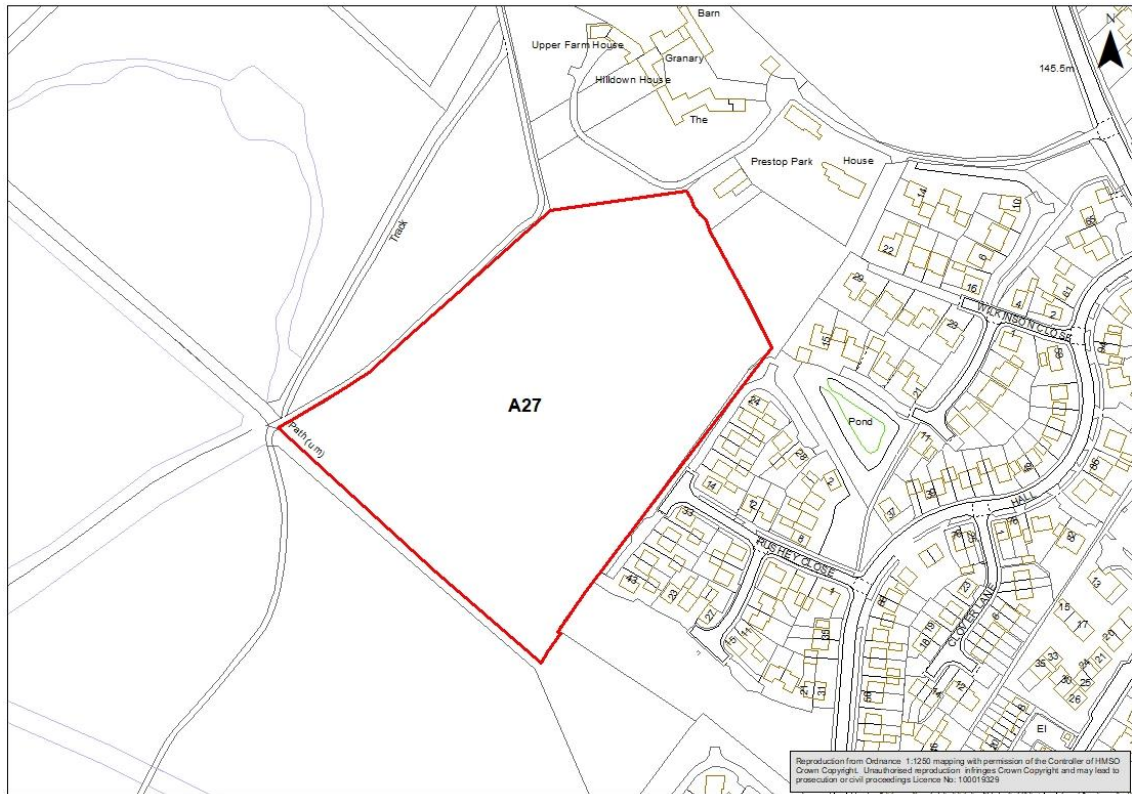
3.53. To accommodate this scale of development, land for a new primary school is required. This means there will be two new primary schools across the whole Money Hill development. This policy carries over the existing Local Plan requirement for some employment land to be provided on site.

3.54. As part of the committed development, access points on to the local highway network (A511, Smisby Road and Nottingham Road) have already been constructed. This development should link in to approved road layout and access points in a legible, logical manner.

- 3.55. To encourage walking and cycling, active travel routes should be incorporated into this development and should be direct and legible.
- 3.56. We will seek a high-quality development and require a comprehensive masterplan to bring the development forward. Further design requirements may be required further to this consultation and as the Local Plan makes more progress.

South of Burton Road, Ashby-de-la-Zouch (A27)

3.57. The site is located on the north-western side of Ashby and adjoins the recently constructed Ashtree Gardens site. As part of that development, this site was earmarked for a National Forest planting scheme. However, that planting scheme was provided in an alternative location, meaning this site is now available for residential development.



South of Burton Road, Ashby-de-la-Zouch (A27)

- (1) South of Burton Road (A27), as shown on the Policies Map, is allocated for:
 - (a) Around 50 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)

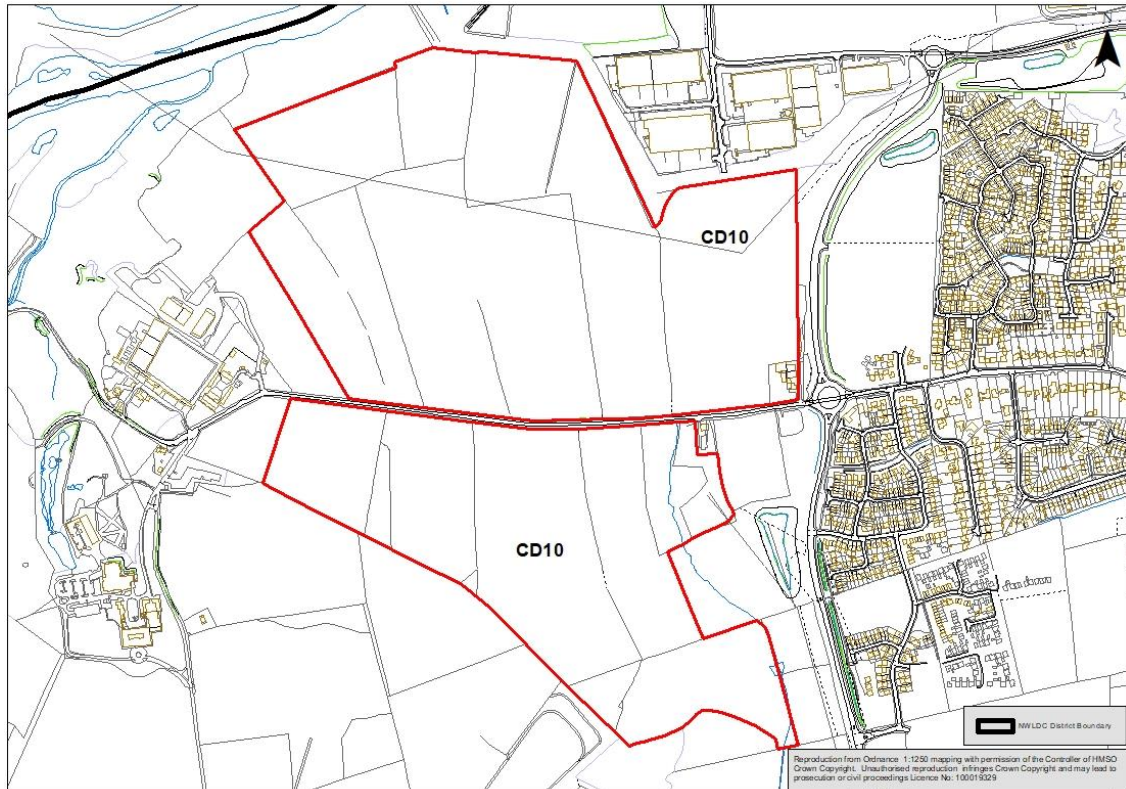
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from Rushey Close;
 - (b) Retention and enhancement of the existing public right of way (P5);
 - (c) Hedgerows to be retained within a 5 metre buffer of natural vegetation;
 - (d) Provision of public open space on the higher ground in the north-west of the site;
 - (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease; and
- (g) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

- 3.58. This site forms an extension to the Ashtree Gardens site and the local highways authority is satisfied that the site can be accessed from Rushey Close. There are no land ownership issues with gaining access to the site.
- 3.59. The topography rises in the north-eastern part of the site where it adjoins a parcel of land with a parkland character. From a landscape and visual impact perspective, it is important that this part of the site on higher ground is kept free from built development. There is an opportunity to provide public open space and increase tree planting in this area. The capacity of 50 dwellings is based upon the assumption that there will be no housing in this part of the site.
- 3.60. The existing public right of way running within the site's south-western boundary should be kept on its current alignment and surfaced so it provides an extension to and is in keeping with the footpath provided on the adjoining housing development.

Land North and South of Park Lane, Castle Donington (CD10)

3.62. This site comprises 81.28 ha of land on the western side of Castle Donington. It is located to the west of the Castle Donington bypass and comprises land to the north and south of Park Lane. To the east is land currently under construction for residential development.



Land North and South of Park Lane, Castle Donington (CD10)

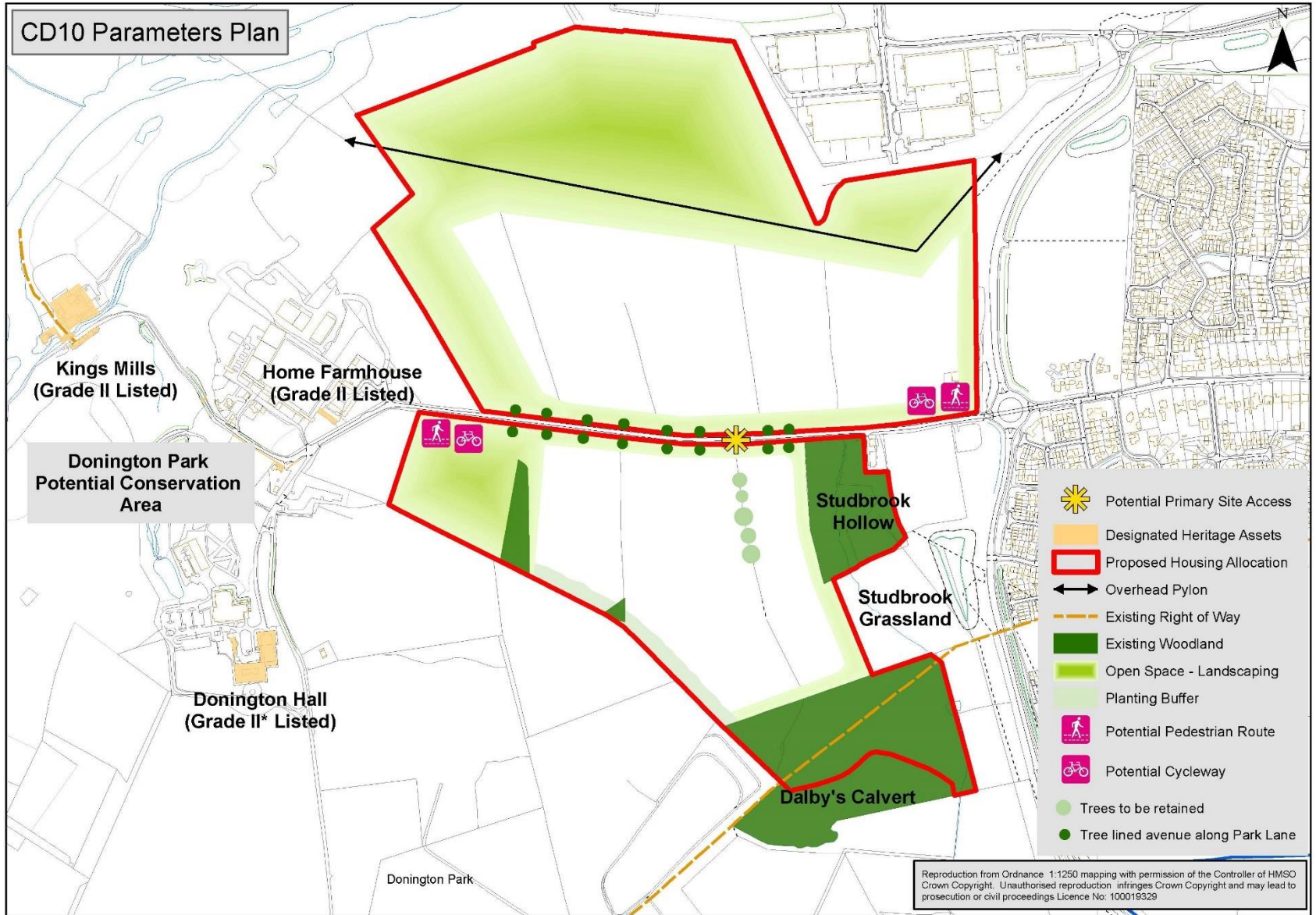
- (1) Land North and South of Park Lane, Castle Donington (CD10), as shown on the Policies Map, is allocated for:
 - (a) Around 1,076 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11
 - (e) Land to accommodate a [xx form] entry primary school
 - (f) A local centre
 - (g) Small-scale employment uses
 - (h) Areas of public open space
 - (i) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of safe and suitable access points from Park Lane;

- (b) Widening of Park Lane between the Castle Donington bypass and the primary site access;
- (c) A safe and suitable pedestrian link to, and a crossing point across, the Castle Donington bypass;
- (d) Provision of active travel pedestrian and cycle routes through the site;
- (e) Provision for a bus link through the site;
- (f) Retention of the existing public right of way (L87) crossing the southern part of the site;
- (g) The undergrounding of the overhead power lines crossing the site;
- (h) Achievement of biodiversity net gain in accordance with national requirements;
- (i) The provision of an Ecological Management Plan to best benefit biodiversity and compliment surrounding habitats and designated ecological sites and their connectivity;
- (j) Existing trees and hedgerows along site boundaries and within the site are to be retained and incorporated into open spaces, with minimal breaks in hedges for access purposes and in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (k) A 20 metre buffer zone to Studbrook Hollow Local Wildlife Site to be developed as woodland and appropriate buffer zones to Studbrook Grassland Local Wildlife Site and Dalby's Covert Local Wildlife Site.
- (l) A design that maximises the enhancement of heritage assets in the vicinity, including, but not limited to i) Built development set back from and reinforcement of landscaping along Park Lane; ii) New trees and hedgerows along the southern boundary of the site to reduce the impact on Grade II* listed Donington Park; iii) Any development on the southern part of the site should be low density and no higher than two storeys; iv) Development adjacent to Home Farm should be of an appropriate height, scale and density to minimise visual impact; v) The incorporation of key views towards the spire of the Church of St Edward King and Martyr.
- (m) Provision of a noise impact assessment and the incorporation of appropriate measures to mitigate the impact of any noise associated with Donington Park Circuit and East Midlands Airport; and
- (n) A comprehensive masterplan and phasing plans are to be agreed with the Council and other key stakeholders;
- (o) Any necessary Section 106 financial contributions, including but not limited to primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.63. Because of the scale of development proposed and its location on the western edge of Castle Donington, a mix of uses are necessary to make the site sustainable. A new primary school is required. The size of the school and the mechanism by which it will be secured will be determined as the Local Plan progresses.

- 3.64. The widening of Park Lane will be necessary to provide a safe and suitable access to the site. However, this will only apply to the part of Park Lane between the bypass and the primary access point. It is expected that the western part of Park Lane will retain its tree lined rural character which is recognised as being a strong historic feature in the landscape and not be widened. This character will be reinforced by requiring that built development should be set back from the whole of Park Lane to create a green corridor that helps to retain Park Lane's rural character. This should be of a sufficient distance to incorporate additional trees and footpath/cycleway parallel to Park Lane. Housing development should front on to this green corridor.
- 3.65. The main impacts of this development will be on heritage assets and ecology and from noise in the surrounding area. A comprehensive masterplan which is informed by these factors will be required and will need to take account of the following designations in the vicinity:
- Donington Hall (Grade II* listed) along with associated listed features associated with the hall to the south west;
 - Home Farmhouse (Grade II listed) to the west;
 - Several listed buildings at Kings Mill to the west;
 - Donington Park, a medieval deer park associated with the hall is considered to be a non -designated heritage asset and a potential future Conservation Area;
 - Donington Park Site of Special Scientific Interest (SSSI) to the west;
 - King's Mills, Quarry Hill Plantation Regionally Important Geology Site (RIGS) to the west;
 - Dalby's Covert (Candidate Local Wildlife Site) to the south and the Quarry Hill Plantation (Candidate Local Wildlife Site) to the north.
- 3.66. To aid with the interpretation of this policy, we have prepared the following parameters plan. This is something that we will prepare for all allocation sites as we progress the Local Plan.

CD10 Parameters Plan



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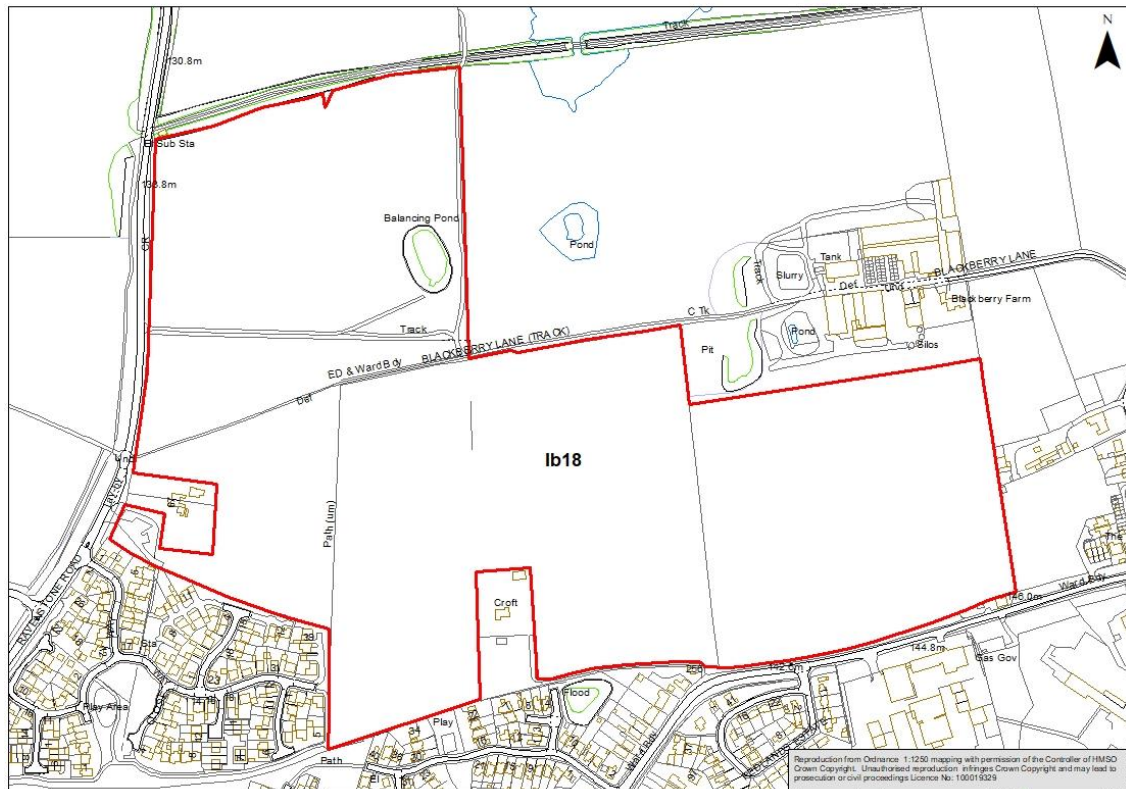
Local Service Centres

- 3.67. The Local Services Centres of **Ibstock**, **Kegworth** and **Measham** form the third tier in our settlement hierarchy.
- 3.68. Our adopted Local Plan acknowledges that the proposed construction of HS2 had the potential to prevent some development sites in Kegworth and Measham from being delivered. On that basis, the adopted Local Plan identified reserve sites, where the principle of development would only be acceptable once there was greater certainty about the route of HS2:
- Policy H3c - Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)
 - Policy H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)
- 3.69. Until as late as October 2023, there continued to be a lack of certainty about HS2. However, the government has now confirmed that HS2 in the East Midlands will be scrapped. We have contacted the site promoters for the following committed sites¹⁴ who have all confirmed that the sites are still available for development:
- Land Adjoining 90 Ashby Road, Kegworth (110 dwellings)
 - Adjacent to Computer Centre and J24, Packington Hill, Kegworth (141 dwellings)
 - Measham Waterside (426 dwellings)
- 3.70. The sites will not be able to come forward immediately as the land is still safeguarded for HS2, but there is now a greater certainty that these sites can be developed in short to medium term of the Local Plan period.
- 3.71. On this basis, we are not proposing to allocate any further sites in Kegworth and Measham and the Local Plan will no longer need to identify reserve sites in these settlements.
- 3.72. We are proposing to allocate one large-scale site in Ibstock, which will also deliver a new primary school.

¹⁴ All these sites now have reserved matters approval and have been implemented, meaning the planning permissions are extant (and cannot lapse).

Land off Leicester Road, Ibstock (Ib18)

3.73. The site is located on the northern edge of Ibstock, to the north of Leicester Road. The site was extended by the site promoters in 2022, so that it could deliver a new primary school for Ibstock.



Land off Leicester Road, Ibstock (Ib18)

(1) Land off Leicester Road, Ibstock (Ib18) as shown on the Policies Map, is allocated for:

- (a) Around 450 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11
- (e) Land to accommodate a [xx] form primary school
- (f) Areas of public open space
- (g) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

- (a) Provision of a safe and suitable primary access from Leicester Road;
- (b) Provision of a safe and suitable secondary access from Melbourne Road;

- (c) Provision of active travel pedestrian and cycle routes through the site;
- (d) Retention and enhancement of the National Forest Way within a vegetated buffer;
- (e) Retention and enhancement of the existing public right of way (Q93) between Frances Way and the National Forest Way;
- (f) Existing hedgerows to be retained (except where removal is required to accommodate access) within a five metre vegetated buffer, outside of gardens;
- (g) Achievement of biodiversity net gain in accordance with national requirements;
- (h) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (i) Provision of a Mineral Assessment for at or near surface coal and sand and gravel;
- (j) A design which respects the amenity of adjoining residential and employment uses; and
- (k) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

- 3.74. As the existing schools are at capacity with no option to expand, a new primary school needs to be built in Ibstock to accommodate any additional housing growth. The allocation of this site provides the opportunity to build a new school. The size of the school and the mechanism by which it will be secured will be determined as the Local Plan progresses.
- 3.75. The site promoter is also currently proposing some extra care housing, a community building and various areas of public open space. At this stage, we haven't included a community building as a requirement for the site, but this consultation provides an opportunity for stakeholders to identify any community uses which may be required in Ibstock.
- 3.76. The scale of the site is such that it will require two vehicular access points. There is the opportunity to construct a link road through the site, connecting Leicester Road and Melbourne Road (A447). This has the potential to ease traffic at the double mini-roundabouts on Melbourne Road and Ashby Road. This proposal still needs to be agreed with the local highways authority who normally seek to avoid the creation of new access points on to A roads. Otherwise, a secondary access on to Leicester Road will be necessary.

Sustainable Villages

3.77. We are proposing that the following settlements are identified as Sustainable Villages in the new Local Plan¹⁵:

- Albert Village
- Appleby Magna
- Belton
- Blackfordby
- Breedon on the Hill
- Diseworth
- Donisthorpe
- Ellistown
- Heather
- Long Whatton
- Moira (including Norris Hill)
- Oakthorpe
- Packington
- Ravenstone
- Swannington
- Woodville
- Worthington

3.78. The ‘made’ Neighbourhood Plans for **Swannington** and **Blackfordby** allocate sites for housing. As such, we do not propose to allocate any further sites in these settlements¹⁶.

3.79. The Parish Councils at **Breedon on the Hill** and **Long Whatton and Diseworth** are currently preparing Neighbourhood Plans in which they are proposing to allocate housing sites. On this basis, we do not plan to allocate sites in the Local Plan in these settlements. However, if these allocations are not forthcoming, we may potentially allocate sites in a future version of the Local Plan.

3.80. At present, we are *not* proposing any housing allocations in **Albert Village, Belton** or **Worthington** on the basis that there are no suitable sites currently available in these settlements.

3.81. We *are* proposing housing allocations in the Sustainable Villages of **Appleby Magna, Donisthorpe, Ellistown¹⁷, Heather, Oakthorpe, Packington** and **Ravenstone**.

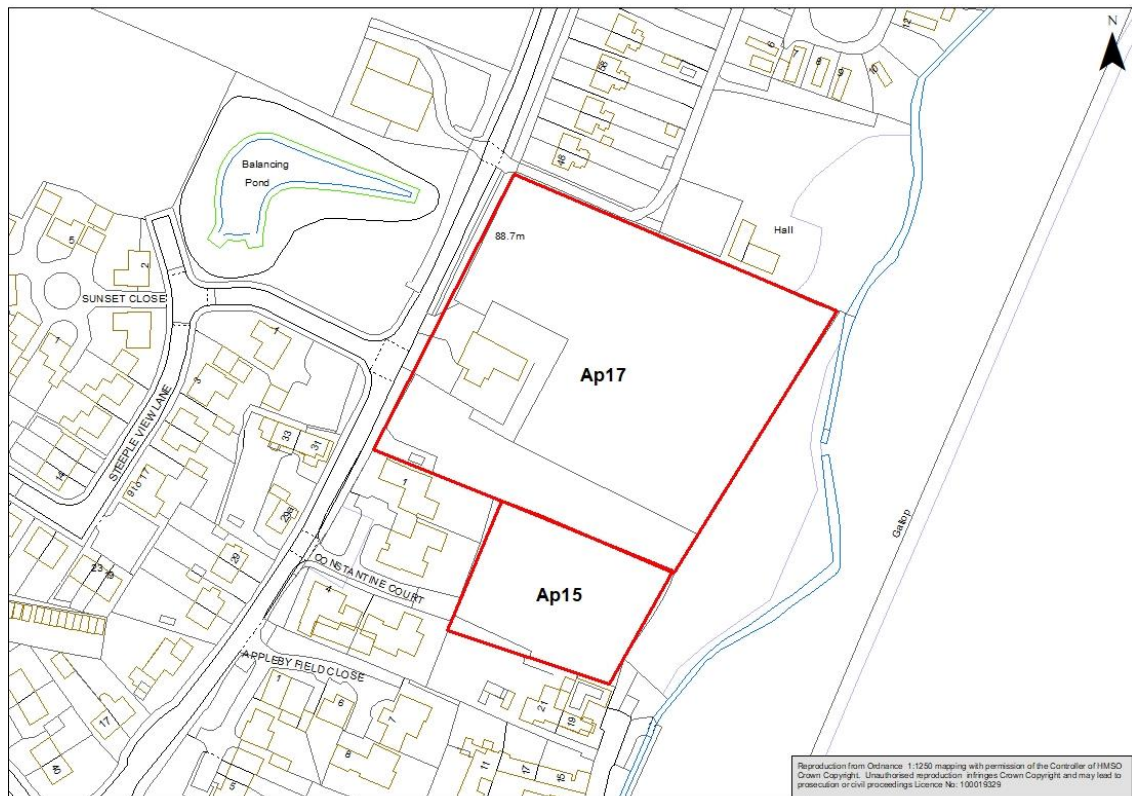
¹⁵ Unlike the Principal Town, Key Service Centres and Local Service Centres, which remain unchanged compared to the adopted Local Plan, we are proposing changes to the Sustainable Village tier. This includes the removal of Coleorton (Lower Moor Road) and the inclusion of Woodville.

¹⁶ The accompanying methodology confirms land on the edge of Woodville is in the Blackfordby Neighbourhood Plan area and this includes land identified in the SHELAA at Hepworth Road, Woodville (Wd2).

¹⁷ The Ellistown and Battleflat Neighbourhood Plan was allocated in 2019 (before the start of the Local Plan period) and *does not* allocate any sites for housing.

Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)

3.82. This site, comprising Ap15 and Ap17, is a mixture of greenfield and brownfield land and is located to the east of Measham Road. It is well-contained within the built-form of the village, with residential development to the north and south. Countryside is located to the east.



Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17)

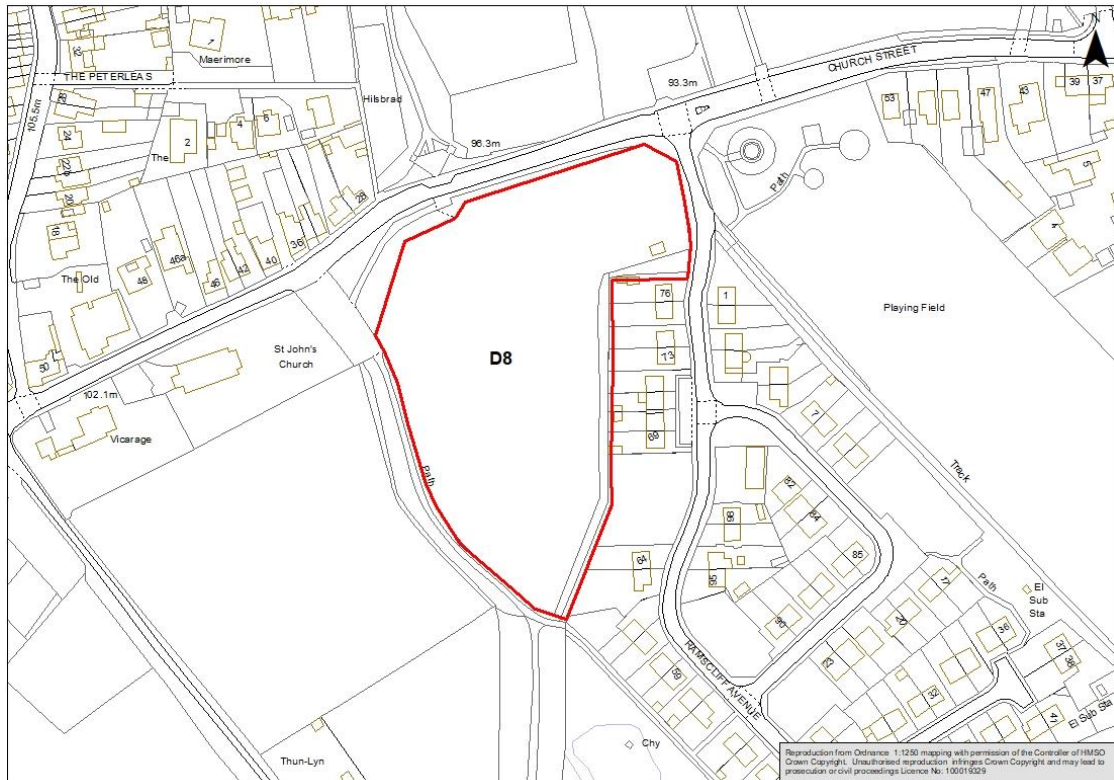
- (1) Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17), as shown on the Policies Map, is allocated for:
 - (a) Around 32 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from Measham Road;
 - (b) Provision of a high-quality landscaping scheme to the eastern boundary to help mitigate the visual impacts of development;

- (c) Achievement of biodiversity net gain in accordance with national requirements;
- (d) Provision of tree planting and landscaping in accordance with draft Policy EN3 (The National Forest);
- (e) Design and layout of development which minimises any impact on the setting of the Appleby Magna Conservation Area;
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
- (g) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.83. Site Ap15 is identified as a historic Local Wildlife Site although the site appears neglected and advice provided suggests the principle of development is acceptable with mitigation. The southern part of this combined site is located adjacent to the Appleby Magna Conservation Area, and it is important that the development respects the layout and scale of buildings in the locality as well as the setting of the Conservation Area.

Land off Ramscliffe Avenue, Donisthorpe (D8)

3.84. This site lies to the south of Church Street, with residential development to the east (Ramscliffe Avenue). To the west and south are open fields.



Land off Ramscliffe Avenue, Donisthorpe (D8)

- (1) Land Off Ramscliffe Avenue, Donsithorpe (D8), as shown on the Policies Map, is allocated for:
 - (a) Around 32 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) The submission of evidence which demonstrates that land stability and contamination will not be prohibitive of future development;
 - (b) Provision of a safe and suitable access from Ramscliffe Avenue. Access from Church Street will not be permitted;
 - (c) Provision of a pedestrian link to the adjoining public right of way P63;
 - (d) Retention and enhancement of existing hedgerows along the western boundary of site and incorporated into the layout in a manner that

does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);

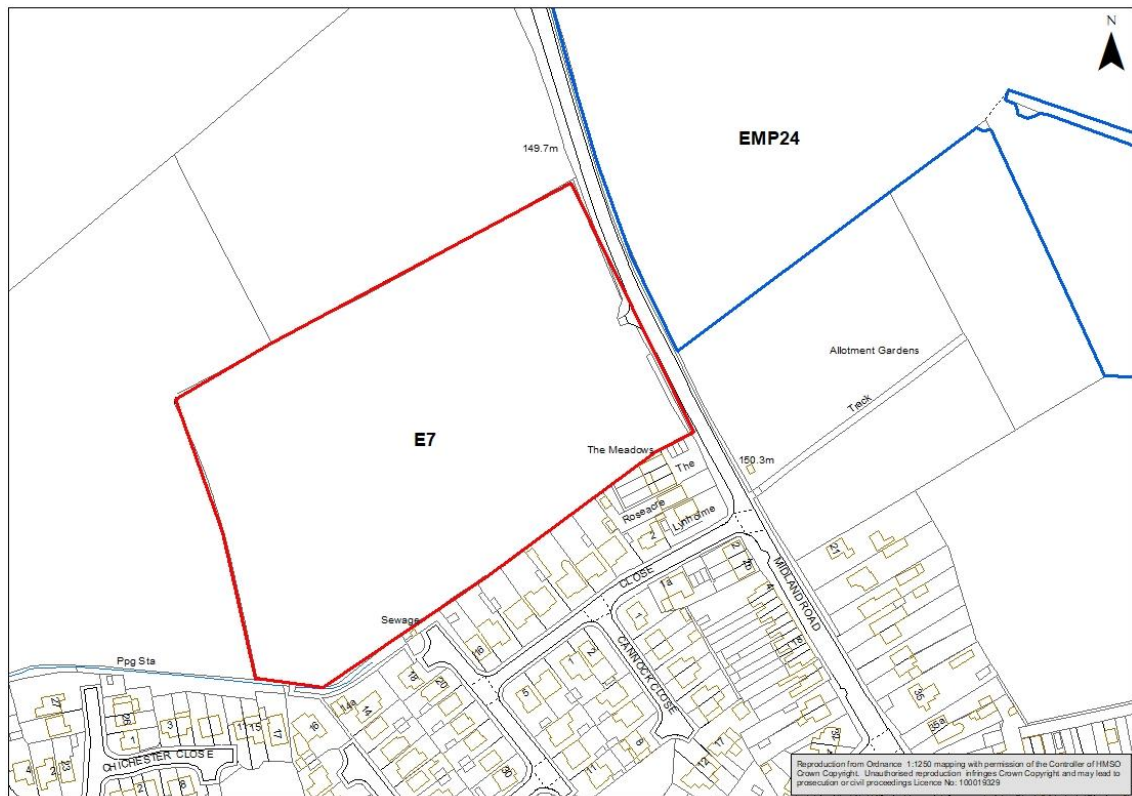
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.85. This site was previously part of the Ashby and Nuneaton Joint Railway which served the Leicestershire coalfield. Upon the line's closure in the 1970s, the site was infilled with inert waste. A previous planning permission for residential development (04/01162/OUT) considered this to be mitigatable. In view of the time that has elapsed since this permission it will be necessary for any planning application to demonstrate that this remains the case.

3.86. As the site is located within the River Mease catchment, it will be necessary to demonstrate that development would not have an adverse effect on the integrity of the Special Area of Conservation.

Land at Midland Road, Ellistown (E7)

3.87. This greenfield site is on the northern edge of Ellistown. We are proposing to allocate the field fronting Midland Road, i.e. only part of the original E7 as it is shown in our Strategic Housing and Employment Land Availability Assessment. Residential development is to the south and the remainder of the site is surrounded by countryside.



Land at Midland Road, Ellistown (E7)

(1) Land at Midland Road, Ellistown (E7), as shown on the Policies Map, is allocated for:

- (a) Around 69 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

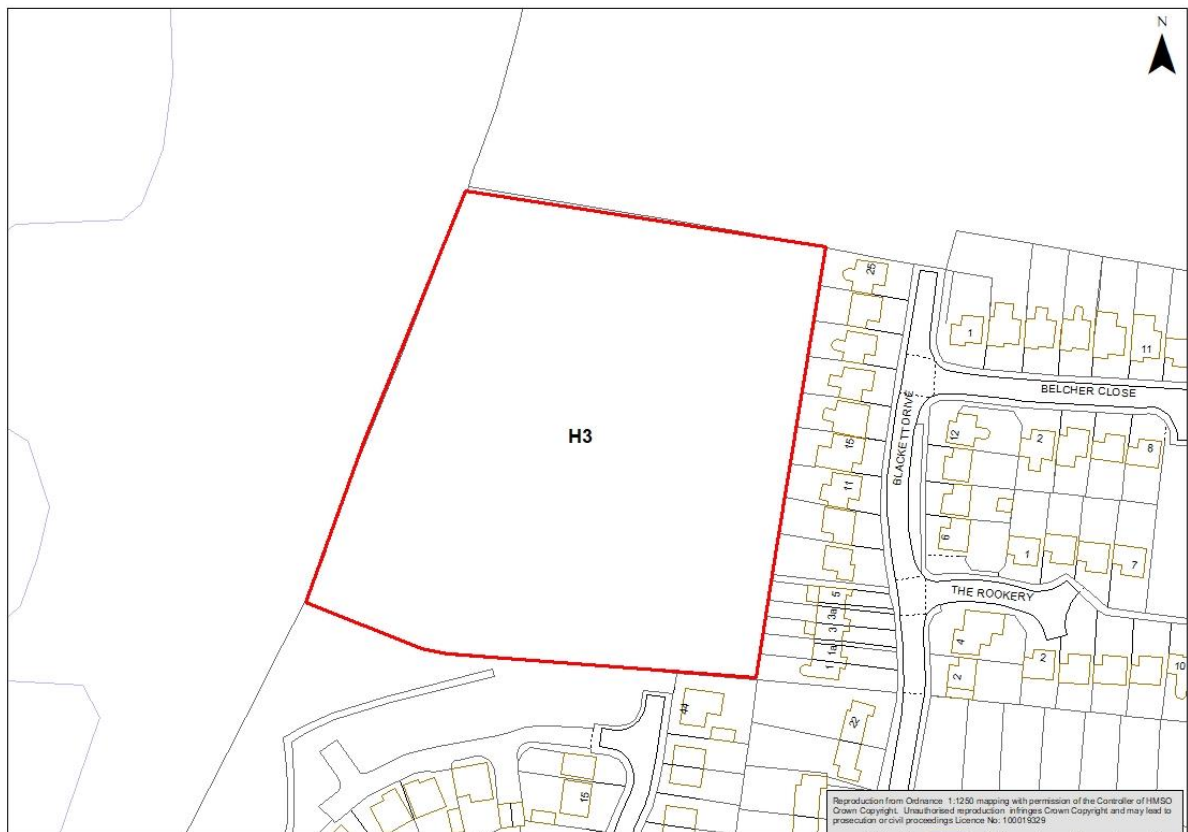
- (a) Provision of a safe and suitable access from Midland Road;
- (b) Delivery of off-site improvements needed to mitigate the highway impacts of development;
- (c) Retention and enhancement of the existing public right of way (N62);

- (d) Provision of footpath connections from the site to existing footpaths on Midland Road;
- (e) Provision of a high-quality landscaping scheme to the northern and western boundaries to help mitigate the visual impacts of development;
- (f) Retention of hedgerows along the site boundaries with the provision of a five metre buffer zone alongside to be retained as open space;
- (g) The scheme is designed in a way to maintain actual and perceived separation between the settlements of Ellistown and Hugglescote;
- (h) Achievement of biodiversity net gain in accordance with national requirements;
- (i) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and
- (j) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

- 3.88. This site was submitted as part of a larger site (9.59 hectares) with a capacity of approximately 180 dwellings. The scale of the site allowed opportunity for the provision of a link road between Midlands Road and Leicester Road, and potentially address capacity concerns at the double mini roundabout in Ellistown. However, we think these benefits are outweighed by the impact of a development of this scale in terms of its relationship with the settlement and its visual impact on the wider area and open character.
- 3.89. Therefore, the site has been reduced in size so that it is better related to the settlement and pattern of development in the locality. Access via Midland Road has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point. Capacity issues at the roundabout would need to be resolved as part of any development.
- 3.90. Development of this site will reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain actual and perceived separation between these two settlements. In addition, it will be important to ensure that the design and layout of development, as well as a landscaping scheme, is of a high quality as to minimise its impact on the wider countryside. Land on the opposite side of Midland Road is proposed for employment and the two sites should be designed to complement each other in terms of both design and infrastructure provision.

Land Adjacent to Sparkenhoe Estate, Heather (H3)

3.91. We are proposing to allocate a rectangular parcel of land to the north of Gadesby Road, i.e. only part of the original H3 as it is shown in our Strategic Housing and Employment Land Availability Assessment. It is located on the western edge of Heather with countryside to the north and west.



Land Adjacent to Sparkenhoe Estate, Heather (H3)

(1) Land adjacent to Sparkenhoe Estate, Heather (H3), as shown on the Policies Map, is allocated for:

- (a) Around 32 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

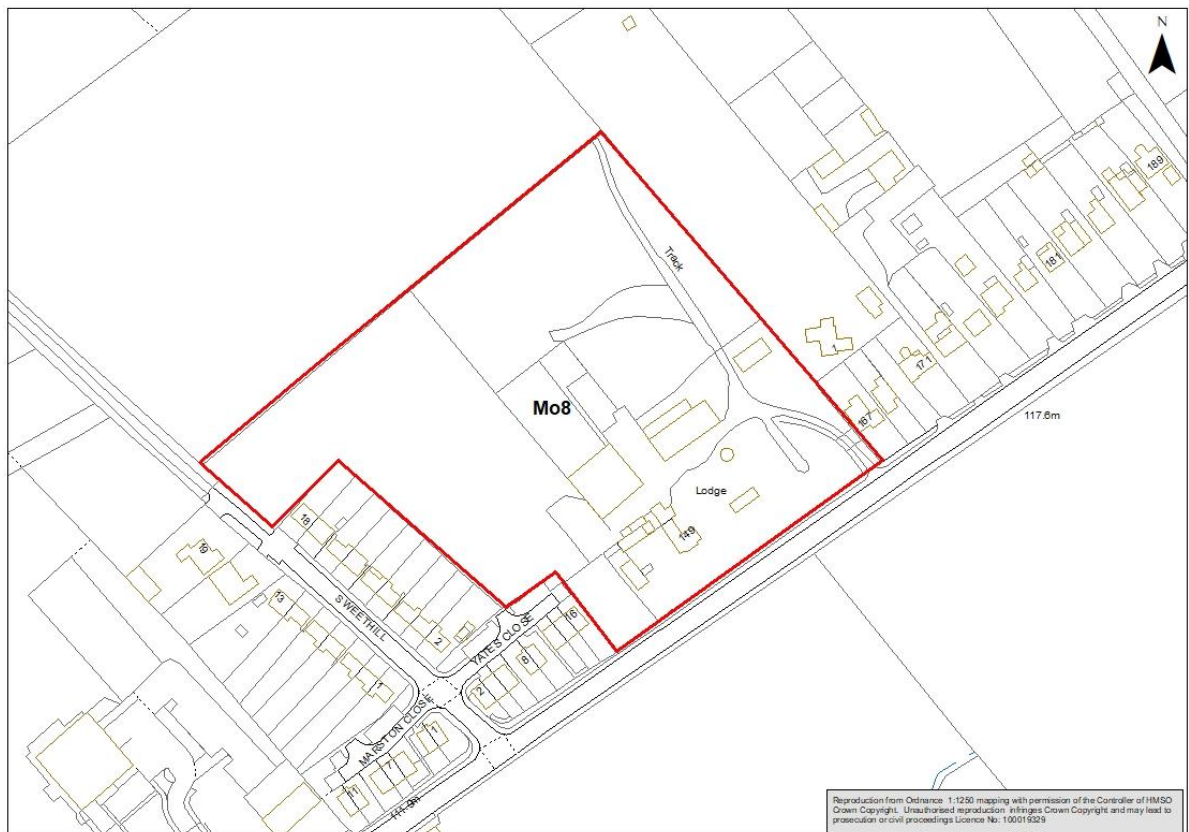
- (a) Provision of a safe and suitable access from the adjacent residential development at Gadsby Road;
- (b) Retention of the existing public rights of way (Q64) in so far as possible, with any diversions made to a convenient route nearby;

- (c) Retention of existing hedgerows with the provision of a 5m buffer zone alongside to be retained as open space;
- (d) Provision of a high-quality landscaping scheme to the northern and western boundaries to help mitigate the visual impacts of development;
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest);
- (g) Provision of a Mineral Assessment for sand and gravel and brick clay; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

3.92. This site was originally submitted as part of a larger site considered to significantly encroach into the countryside beyond the building line of Heather and be out of scale with the village. Therefore the site has been reduced in size so that it is better related to the settlement and pattern of development. A sole vehicular access from the south is considered suitable for the resulting scale of development.

Land off Ashby Road, Moira (Mo8)

3.93. The site comprises agricultural buildings and land adjoining Ashby Road. It is located in the central area of the linear section of Moira. There are existing dwellings to the east and west of the site with a wide frontage to Ashby Road and an existing vehicular access.



Land off Ashby Road, Moira (Mo8)

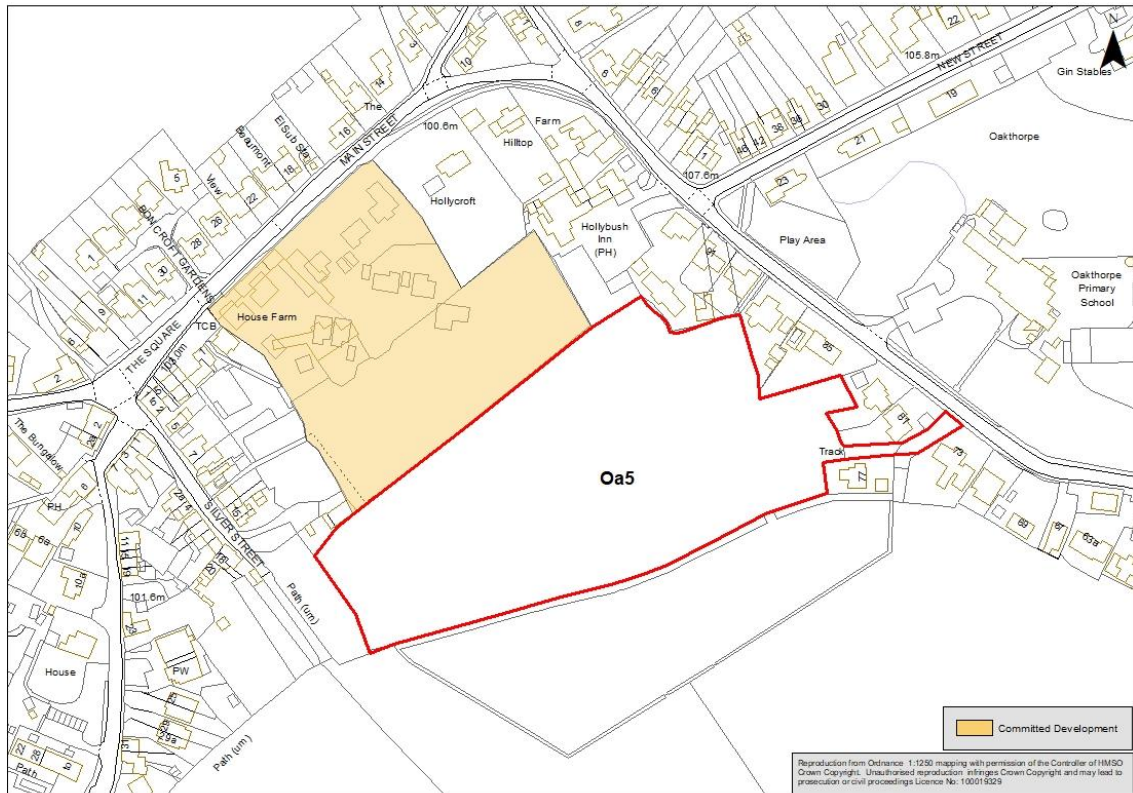
- (1) Land off Ashby Road Moira (Mo8), as shown on the Policies Map, is allocated for:
 - (a) Around 49 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space and woodland
 - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
 - (a) The submission of evidence which demonstrates that land stability and contamination will not prohibit future development;
 - (b) Provision of a safe and suitable access from Ashby Road;

- (c) Hedgerows to the north-east and north-west boundaries to be retained and enhanced;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
- (g) Provision of a Coal Mining Risk Assessment;
- (h) Any necessary Section 106 financial contributions, including, but not limited to, primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements and
- (i) The design and layout of development should allow for frontage development to Ashby Road.

- 3.94. The proposed allocation forms part of larger site which has been identified in the SHELAA. This included additional land to the rear which is in agricultural use. Allocating the whole site is considered to be in appropriate as it would represent a significant intrusion into an area of open countryside. The part of the site with buildings on is situated within Limits to Development in the adopted Local Plan with the remainder outside limits. The site has a somewhat unkempt appearance. Development provides and an opportunity to enhance the appearance of this part of Moira.
- 3.95. Development along the frontage of the site to Ashby Road should reflect the character of the adjoining areas.
- 3.96. A planning application for up to 49 dwellings on the frontage part of the site was submitted in 2015 (14/00363/OUTM) but was disposed of in June 2022.

Land at School Lane, Oakthorpe (Oa5)

3.97. This greenfield site is located on the southern edge of the village, adjacent to residential development currently under construction at Home Farm.



Land at School Lane, Oakthorpe (Oa5)

(1) Land at School Lane, Oakthorpe (Oa5), as shown on the Policies Map, is allocated for:

- (a) Around 47 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

(2) Development of this site will be subject to the following requirements:

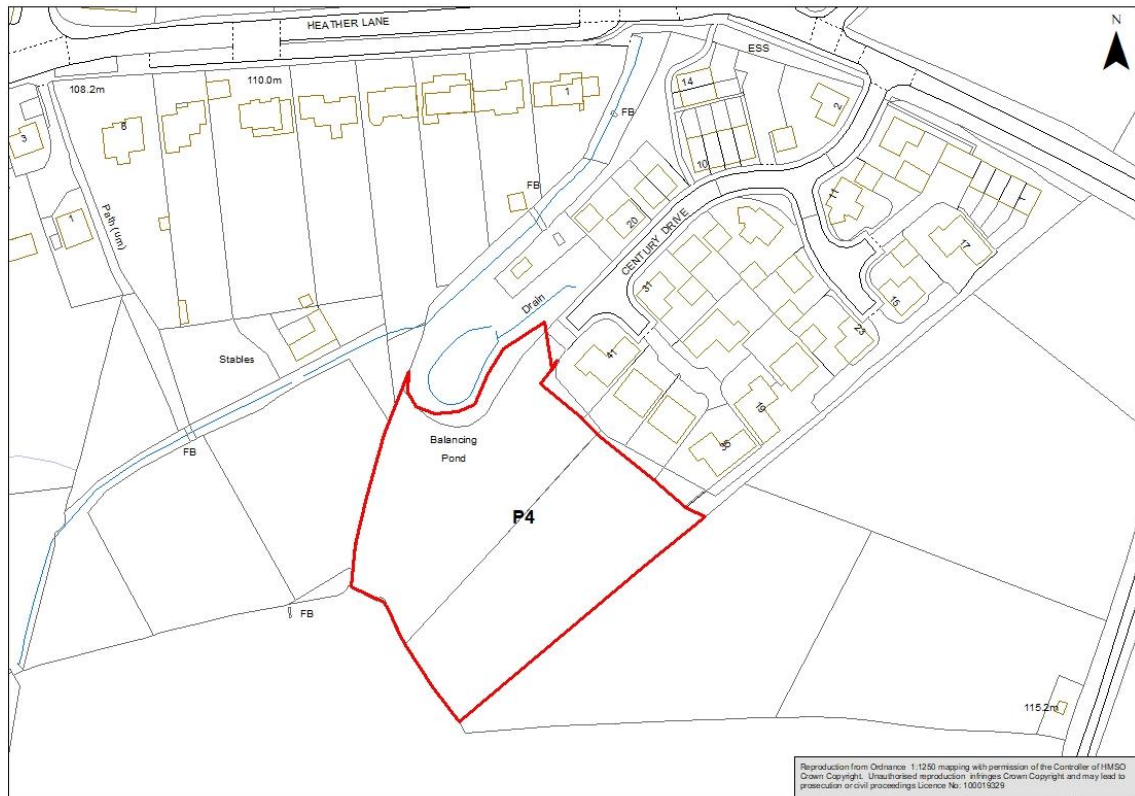
- (a) Provision of a safe and suitable access from the adjacent residential development at Home Farm;
- (b) Retention of the existing public rights of way (P71, P72 & P74) in so far as possible, with any diversions made to a convenient route nearby;
- (c) Provision of a high-quality landscaping scheme to the southern and eastern boundaries to help mitigate the visual impacts of development;

- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
- (g) Provision of a Mineral Assessment for at or near surface coal.
- (h) Provision of a Coal Mining Risk Assessment; and
- (i) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

3.98. Vehicular access to the site from School Road appears to be difficult due to a restricted width and visibility issues. Therefore, access would need to be sought from the residential development at Home Farm to the north. It will be important to ensure that the design, layout and landscaping is of a high quality as to minimise its impact on the wider countryside.

Land South of Normanton Road, Packington (P4)

3.99. This greenfield site is located on the south-eastern edge of the village adjacent to a recent residential development at Century Drive. Countryside is located to the south.



Land South of Normanton Road, Packington (P4)

- (1) Land at Normanton Road, Packington (P4), as shown on the Policies Map, is allocated for:
 - (a) Around 18 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Areas of public open space
 - (d) Surface water drainage provision (SuDS)

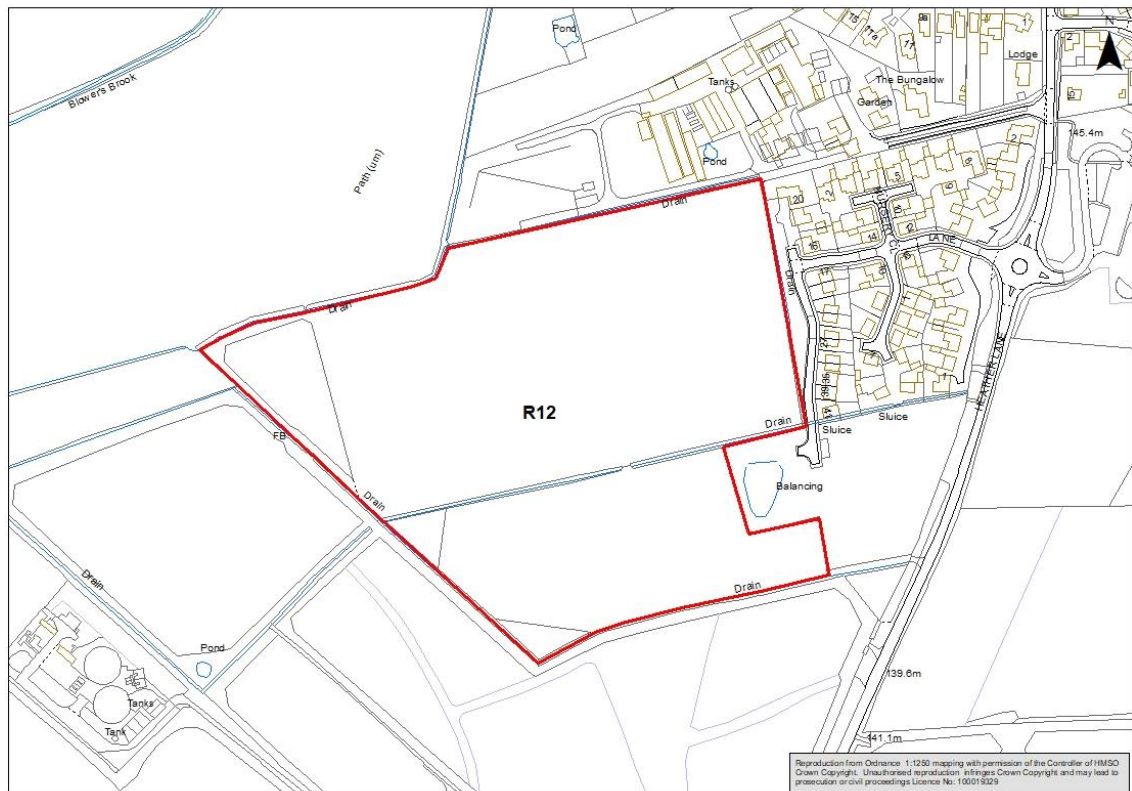
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access from the adjacent residential development at Century Drive;
 - (b) Provision of a high-quality landscaping scheme to the southeast and southwest site boundaries to help mitigate the visual impacts of development;
 - (c) Retention of hedgerows along the southeast and southwest boundaries with the provision of a 5m buffer zone alongside to be retained as open space;
 - (d) Achievement of biodiversity net gain in accordance with national requirements;

- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (the National Forest) the National Forest;
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of Policy En2. Development which does not meet these provisions will not be permitted. Proposals should be accompanied by a Construction Environment Management Plan (CEMP) which demonstrates how pollutants and sediments from a proposed development will be prevented from reaching the River Mease;
- (g) Provision of a Mineral Assessment for sand and gravel; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan (LCWIP), offsite highways and public transport improvements.

3.100. Access to the site would need to be sought from the recent residential development to the northeast. It is not a prominent site within the village, but as it is located at the edge of the settlement it will be important to ensure that the design and layout of development, as well as a landscaping scheme, is of a high quality as to minimise its impact on the wider countryside.

Land at Heather Road, Ravenstone (R12)

3.101. The site is located to the west of Heather Lane and is an extension of a recently completed housing development. It comprises two agricultural fields.



Land at Heather Lane (R12)

- (1) Land at Heather Lane (R12), as shown on the Policies Map, is allocated for:
 - (a) Around 50 homes
 - (b) Provision of affordable housing in accordance with draft Policy H5
 - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
 - (d) Areas of public open space
 - (e) Surface water drainage provision (SuDS)

- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of a safe and suitable access Beesley Lane;
 - (b) Existing hedgerows to be retained within a five metre buffer of natural vegetation, outside of gardens;
 - (c) Achievement of biodiversity net gain in accordance with national requirements
 - (d) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
 - (e) Provision of a Minerals Assessment for at or near surface coal;

- (f) Provision of a Coal Mining Risk Assessment;
- (g) Potential odour impacts on residential amenity are addressed in the scheme's design; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

3.102. The site extends to 7.3ha and could theoretically accommodate over 130 dwellings. However, we have based the proposed capacity of 50 dwellings on a developable area of around 2.5ha. We think the southern field should be kept free from built development so that it is in keeping with the adjacent housing development and pylons crossing the rear of the site would prevent built development extending into the westernmost part of the site. As the Local Plan progresses, we propose preparing parameter plans for our allocations and the developable area for this site would be shown on such a plan. The number of dwellings proposed for this site may change as we go through this process.

3.103. The site promoter needs to demonstrate that a safe and suitable access can be achieved. As there is a sewage treatment operation in the vicinity of the site, we need to be satisfied that the development would not have any negative odour impacts on future occupants.

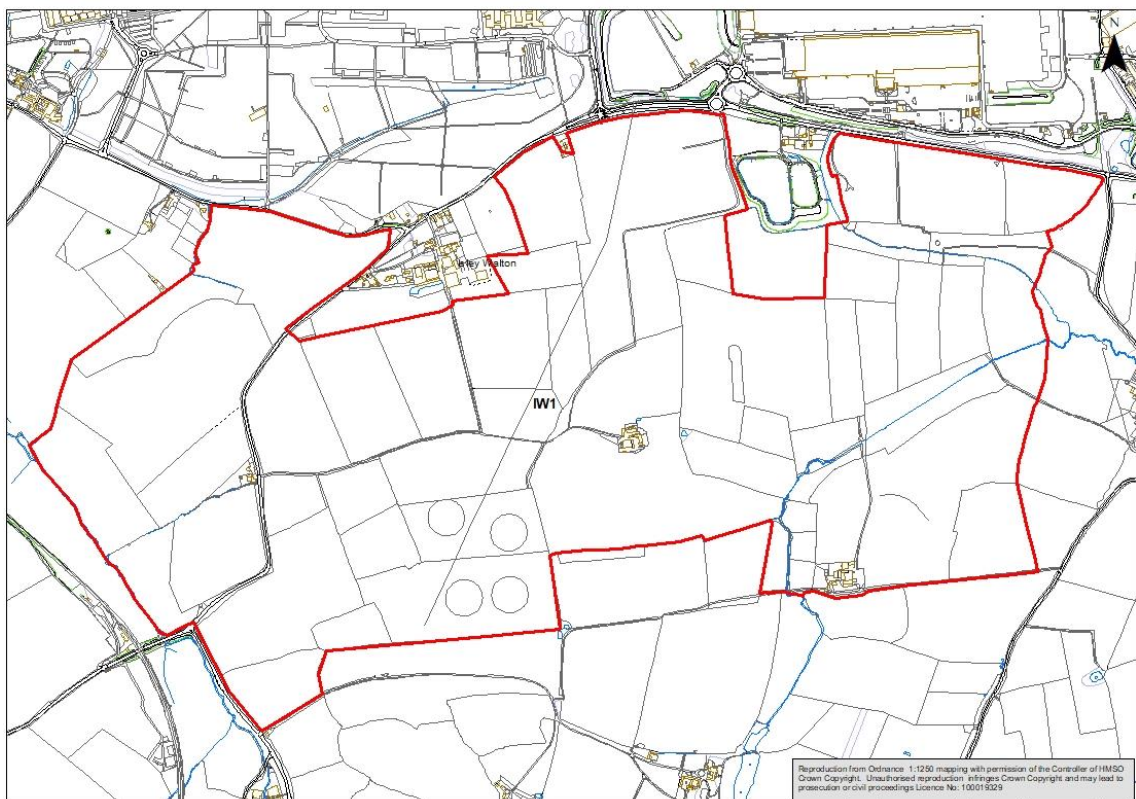
New Settlement (Isley Woodhouse)

Isley Woodhouse (IW1)

- 3.104. The National Planning Policy Framework (paragraph 73) states that “The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities (including a genuine choice of transport modes).”
- 3.105. The Council has previously supported large scale developments at Coalville (South East Coalville Sustainable Urban Extension – 3,500 dwellings) and Ashby de la Zouch (Money Hill - 2,000 dwellings), both of which are now being built.
- 3.106. The [Leicester and Leicestershire Strategic Growth Plan](#) sets out a strategy for the future growth across the county. This includes proposing “to build more development in major strategic locations and to reduce the amount that takes place in existing towns, villages and rural areas. This will allow us to plan for new housing and employment together with new and improved roads, public transport, schools, health services, local shops and open space”.
- 3.107. One such strategic location identified in the Strategic Growth Plan is the Leicestershire International Gateway. This is focused on the northern part of the district (together with part of Charnwood Borough) where there are existing and proposed major employment opportunities. The available evidence shows that this part of the district draws in a significant number of people from a wide area to work at the various major employment sites such as East Midlands Airport. The majority travel by car which adds to congestion on the highway network and contributes to carbon emissions. Whilst this part of the district has seen significant housing growth in recent years, the growth in jobs has been greater. Co-locating housing and jobs thus provides an opportunity for people to live closer to these employment opportunities and so reduce the need for commuting.
- 3.108. In addition to these policy considerations, the Council recognised that the opportunities for large scale development attached to existing settlements (such as those at Coalville and Ashby de la Zouch) are becoming increasingly scarce. In order to ensure that the housing requirement of the district is to be met, it is necessary, therefore, to consider more radical solutions.
- 3.109. These factors led the Council to commission a [Potential Strategic Sites Infrastructure Study \(2020\)](#) to assess the likely infrastructure implications that would arise from a number of potential strategic sites in the northern part of the district. This included three potential sites for new settlements: two sites at Isley Walton and one south of the A42/A453 junction near Tonge. The study did not identify any unmitigable constraints for the two sites at Isley Walton. However, it did find significant constraints in respect of land south of the A42/A453 junction.
- 3.110. Subsequently the two promoters of Isley Walton sites decided to join together as one site as they shared a common boundary.
- 3.111. The [Development Strategy Options and Policy Options Consultation \(January 2022\)](#) outlined alternative options for the development strategy to be pursued as part of the new Local Plan.

A number of these options included the concept of a new settlement. In September 2022 the Council's Local Plan Committee agreed that it wanted to include a new settlement in the plan. This approach is consistent with the strategy in the Strategic Growth Plan and also enables a longer-term view to be taken beyond the end of the proposed plan period of 2040.

3.112. The proposed new settlement, known as Isley Woodhouse, lies to the south of the A453 and East Midlands Airport and borders three sides of Isley Walton, a small collection of dwellings, farm buildings and a church. To the east, lying at a lower level, is Diseworth whilst Breedon on the Hill lies further away to the south-west, although the Breedon Church is visible from large parts of the site. In addition to East Midlands Airport, the Donington Park Racing Circuit lies to the north of the site.



New Settlement: Isley Woodhouse (IW1)

- (1) Land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth (316Ha) is allocated for a new, standalone village. When complete, Isley Woodhouse village will comprise:
 - (a) Some 4,500 new homes, around 1,900 of which will be built by 2040.
 - (b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with draft Local Plan Policies H4, H5, H7 and H10.
 - (c) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11.

- (d) Some 23,000sqm of employment floorspace (industry and warehousing) located along the A453 frontage to include start-up premises suitable for small businesses. By 2040 some 4,600 sqm of employment floorspace will have been delivered.
 - (e) Primary and secondary schools.
 - (f) A main village centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
 - (g) Formal and informal open space to include children's play areas, sports pitches, recreation routes and cycling and walking links.
- (2) The planning and delivery of Isley Woodhouse will be underpinned by the following key principles:
- (a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
 - (b) Striving for carbon neutrality, including by incorporating measures to minimise energy consumption whilst maximising the benefits from on-site renewable energy generation and energy efficient buildings.
 - (c) Achieving exceptional design quality based on a bespoke design code.
 - (d) Delivering the infrastructure needed to serve the development.
 - (e) Making sustainable travel - walking cycling, public transport and the use of electric vehicles - a realistic option for residents and workers.
 - (f) Creating a village which caters for all stages of life.
 - (g) Ensuring residents' day to day needs can be met as far as possible within the village.
 - (h) Enabling people to live close to where they work by creating a village with a range of house types and tenures, including plentiful affordable housing, with sustainable transport links to nearby employment areas.
- (3) A comprehensive masterplan and phasing plans are needed to bring the development forward. These must be approved by the District Council and should provide for:
- (a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
 - (b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, and its delivery in a co-ordinated and timely way.
 - (c) A comprehensive landscaping strategy that retains, enhances and capitalises on existing landscape features and is informed by the Council's Landscape Sensitivity Study (2020).
 - (d) The achievement of national biodiversity net gain requirements as a minimum.
 - (e) The conservation and enhancement of heritage assets both on-site and within the vicinity of the site.

- (f) A strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
- (g) Linked phasing plans for housing, employment and infrastructure.

- (4) To ensure that a cohesive development is delivered which meets the principles and requirements outlined, the Council will only approve planning applications that adhere to the comprehensive masterplan (or any updated masterplan agreed with the Council) and the bespoke design code.

3.113. The Isley Woodhouse site will enable the creation of a standalone settlement with the potential for up to 4,500 new homes in total, across all tenures and house types, as well as employment, schools and other key services, including shops and health services. It provides an opportunity to create a high quality and sustainable development. In order to do this, there will need to be a masterplan which establishes how the site will be developed. We will work with the site promoters and other stakeholders to do this. The proposed policy lists some key principles which should govern the progression of this new settlement from planning stages to implementation.

3.114. A key part of the masterplan will be to consider how, where and when the new infrastructure required to support the new community will be delivered. The infrastructure study referred to above has highlighted the range of infrastructure that is likely to be required to serve this site as well as the proposed housing allocation to the west of Castle Donington (CD10). Some of this infrastructure will be required to serve both sites, for example upgrades in respect of the treatment of sewage and electricity supply. The traffic generated by these two sites, together with the Potential Location for Strategic Distribution to the east of Diseworth and south of the airport (EMP90, the Freeport site) would have a significant impact upon the local and strategic road network. To address this the Council has commissioned transport modelling to assess the cumulative impact of the three sites in conjunction with planned development outside the district, including at Ratcliffe Power Station. Once the impacts are understood it will then be necessary to identify a range of mitigation measures. These will consider how connections to and through the Isley Woodhouse site can be made as sustainable as possible, whilst recognising that journeys by car will be a significant component of all transport movements locally.

3.115. The overall infrastructure requirements are likely to be significant covering not just transport but also education, health, and recreation. These will be identified as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself. This means that any new infrastructure will have to be phased across the lifetime of the development in order to ensure that development remains viable, consistent with national policies. The Regulation 19 version of the Plan will provide more details regarding what infrastructure is required.

3.116. In order to ensure that people working in the locality can live close by if they wish, it is important that a range of house types, sizes and tenures are provided. This includes affordable housing as we know that many of the existing jobs locally are relatively low paid. If sufficient affordable housing is not secured there is a risk that the new settlement will be predominantly for those commuting to work elsewhere.

- 3.117. As referenced elsewhere, we will be undertaking a viability assessment of the new Plan's proposals in accordance with national policy requirements. As part of this we will test options for the proportion of affordable housing that the development should include, including potentially higher requirements compared with other parts of the district. The outcomes of this viability work will inform the detailed content of the policy for Isley Woodhouse at Regulation 19.
- 3.118. In order to ensure that any future development is genuinely sustainable, the design and layout of the new settlement needs to be of an exceptional quality, reflecting its setting within the wider rural landscape. We commissioned a Landscape Sensitivity Study which identified a range of potential mitigation measures required to ensure that the impact on the landscape is minimised as much as possible. This should be used to inform the overall landscape strategy for the site.
- 3.119. Both East Midlands Airport and the Donington Park Racing Circuit generate a significant amount of noise. The 2020 Infrastructure Study recognises this and recommended that a full noise assessment would be required as part of any future planning application. This is reflected in the proposed policy. The employment uses will be sited along the northern part of the site adjoining the A453. As well as being good for road access, it will mean that residential areas can be sited further away from these noisy facilities and also, in part, shielded from them.

4. GENERAL NEEDS EMPLOYMENT ALLOCATIONS

- 4.1. General needs employment falls into two categories: a) offices and b) industry and smaller scale warehousing (units of less than 9,000sqm). The new Local Plan needs to make provision for up to 10,500sqm (1.75Ha) of new office space and at least 114,500sqm (28.6Ha) of industrial/smaller warehousing.

Table 3: Employment Land Provision (April 2023)

		Offices	Industrial/small warehousing
A	Need for Employment Land (2017 – 40)	59,590	195,500
B	Losses allowance (2025-40)	3,716	60,088
C	Flexibility margin	11,819	84,206
D	TOTAL REQUIREMENT (A+B+C)	75,125sqm	339,794sqm
E	Net completions (2017-23)	23,069	112,667
F	Net permissions at 31 March 2023	9,570	69,925
G	Adopted Local Plan allocation (Money Hill)	31,980	42,640
H	TOTAL SUPPLY (E+F+G) at 1 April 2023	64,619sqm	225,232sqm
I	REMAINING REQUIREMENT (2023-40)	Up to 10,506 sqm (=1.75Ha)	At least 114,562 sqm(=28.64Ha)

- 4.2. In the light of these requirements, the following sites are proposed for allocation.

Draft Employment Allocations			
Site Reference	Site Address	Offices (sqm)	Industry/smaller warehouse (sqm)
EMP24	East of Midland Road, Ellistown	0	29,160
EMP89	West of Hilltop, Castle Donington	6,000	11,850
EMP73 (part)	N of A6 Derby Road, Kegworth	0	30,000
EMP73 (part)	N of A543 Remembrance Way, Kegworth	0	40,000
EMP60	Burton Road, Oakthorpe	0	12,100
IW1	New settlement, Isley Woodhouse	0	4,600
		6,000	127,710

- 4.3. The sites listed are insufficient to meet the entirety of the office requirement figure shown in **Table 3**. The forecast used in our [Need for Employment Land Study](#) (November 2020)

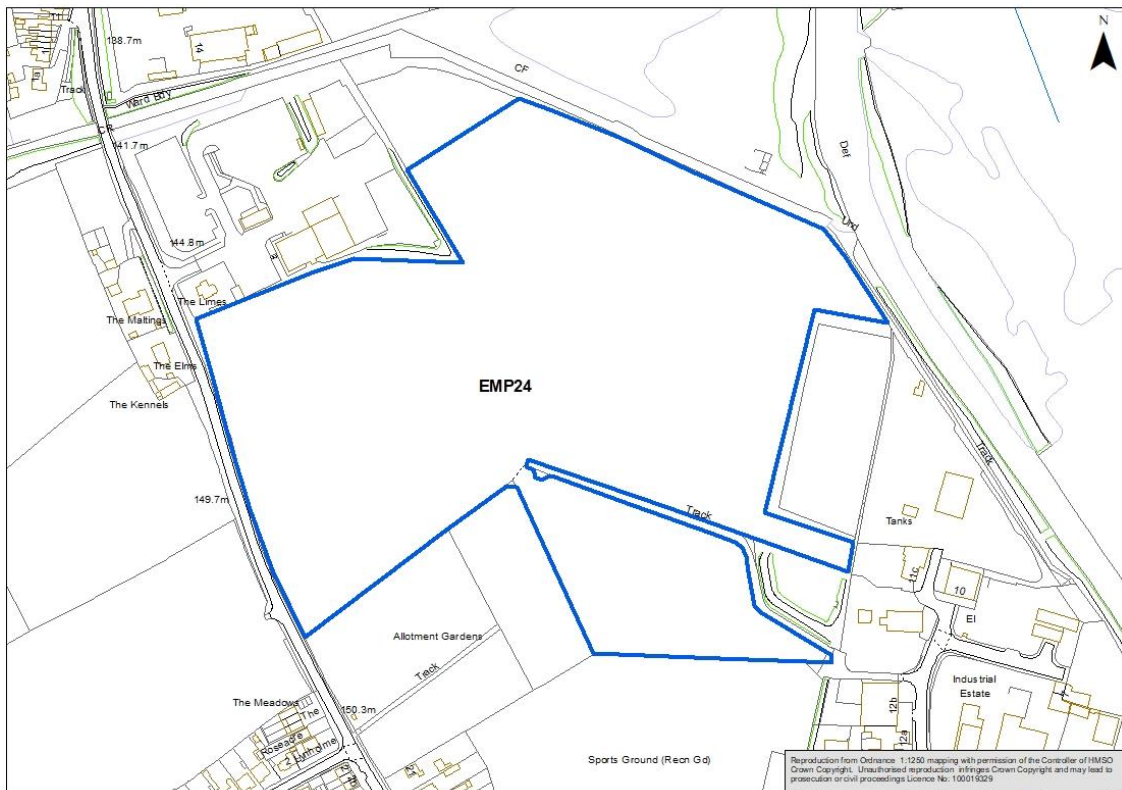
indicates that the number of people in office-based jobs will increase over the plan period which, on the face of it, translates into a need for new office premises. However, as the study acknowledges, there is uncertainty about the degree to which this will happen including about the extent to which increased home working will affect future needs. In response, the study presents the office requirement as a maximum figure. A market demand for new office stock is also not apparent and, linked to this, speculative office development does not currently seem to be viable. This situation is not unique to North West Leicestershire and a quite substantial market adjustment would be needed for this position to change. We will keep this matter under review.

4.4. Conversely **the table** shows an apparent excess of industrial/smaller warehousing compared with the requirements. We consider that it is nonetheless pragmatic to include all these sites at this stage for the following reasons.

- The industry/smaller warehousing requirement is expressed as a minimum;
- Some of the proposed sites may fall away or be reduced in size as more information becomes available; and
- The overall employment land supply position may change when this is updated in April 2024.

Land to the east of Midland Road, Ellistown (EMP24)

4.5. This 10.8ha site adjoins the South Leicester Industrial Estate.



Land to the east of Midland Road, Ellistown (EMP24)

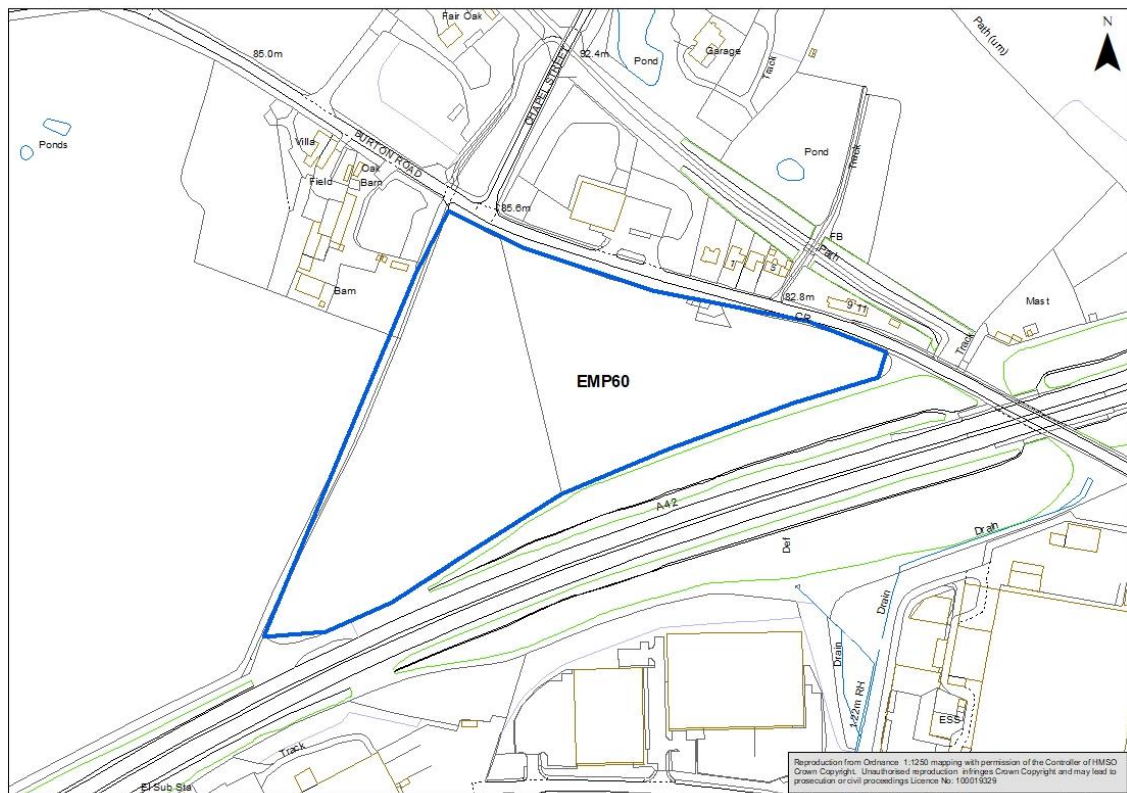
- (1) Land to the east of Midland Road, Ellistown (EMP24), as shown on the Policies Map, is allocated for:
 - (a) Around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
 - (b) Surface water drainage provision (SuDS).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access from Midland Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
 - (b) Retention and enhancement of natural landscape buffers;
 - (c) Measures to avoid adverse impacts on the candidate Local Wildlife Site (Ellistown Tip and Railway Triangle) to the north east of the site;
 - (d) Achievements of biodiversity net gain in accordance with national requirements;

- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) The scheme is designed in a way to maintain actual and perceived separation between the settlements of Ellistown and Hugglescote;
- (g) Potential impacts on residential amenity and on the adjacent allotments and recreation area are addressed in the scheme's design; and
- (h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

4.6. Access via Midland Road has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point which would need to be addressed. Development of this site could reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain actual and perceived separation between these two settlements. Land on the opposite (west) side of Midland Road is proposed for housing and the two sites should be designed to complement each other in terms of both design and infrastructure provision. The allotments and recreation area to the south of the site are more sensitive uses which would need to be fully considered in the scheme layout and design.

Land at Burton Road, Oakthorpe (EMP60)

- 4.7. Despite its address, this triangular parcel of land (4.5ha) immediately to the north of A42 is close to Measham. The site would provide valuable additional general employment land in the south of the district where there is currently a lack of available land.



Land at Burton Road, Oakthorpe (EMP60)

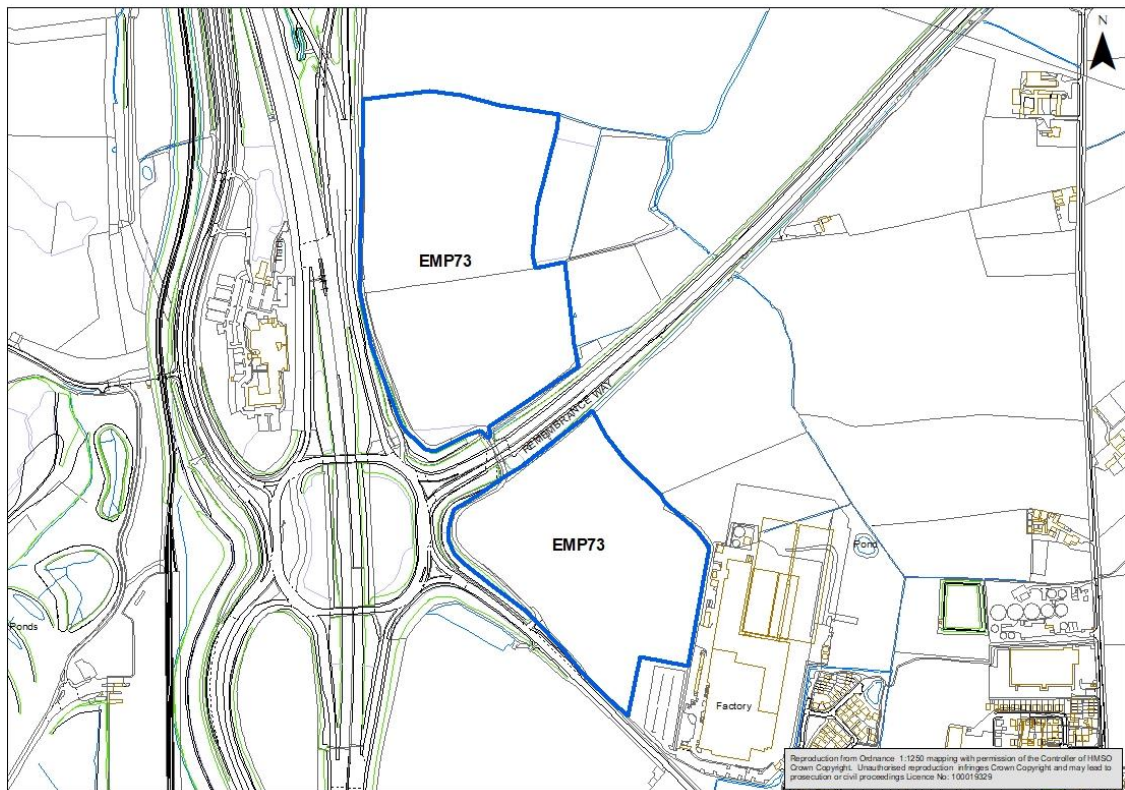
- (1) Land at Burton Road, Oakthorpe (EMP60), as shown on the Policies Map, is allocated for:
 - (a) Around 12,100sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
 - (b) Surface water drainage provision (SuDS).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access from Burton Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; (iii) a pedestrian crossing of Burton Road and footway improvements; and (iv) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
 - (b) Retention and enhancement of natural landscape buffers;

- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development, including in views from public right of way P78;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease Special Area of Conservation). Development which does not meet these provisions will not be permitted.
- (g) A surface water drainage strategy which demonstrates how pollutants and sediments from the proposed development will be prevented from reaching the River Mease. This should include a Construction Environment Management Plan (CEMP);
- (h) Potential impacts on residential amenity are addressed through the scheme's design; and
- (i) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

- 4.8. The site is within the River Mease catchment. Development which will not create additional overnight stays within the catchment (i.e. commercial development such as this) may not need to mitigate for nutrients but the implementation and maintenance of a well-designed SuDS scheme will definitely be required.
- 4.9. Detailed proposals for the site would need to respond to the visual and amenity impacts on the residential properties facing the site and also address the close range views of the development from the public footpath (P78) which connects with the site's western boundary.
- 4.10. LCC Highways Authority report that access on to Burton Road may be possible subject to the form of junction and due consideration of the proximity of the accesses to Winfields Outdoors opposite. A pedestrian crossing of Burton Road and footway enhancements will improve the site's connections to Measham.

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

4.11. This 10.24Ha site lies to the immediate east of M1 J24 and to the west of the Refresco premises. It is bounded to the north west by the dualled A543 Remembrance Way and to the south west by A6 Derby Road. It includes safeguarded land for the route of HS2, now cancelled, which means that the whole site is expected to be available for development.



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

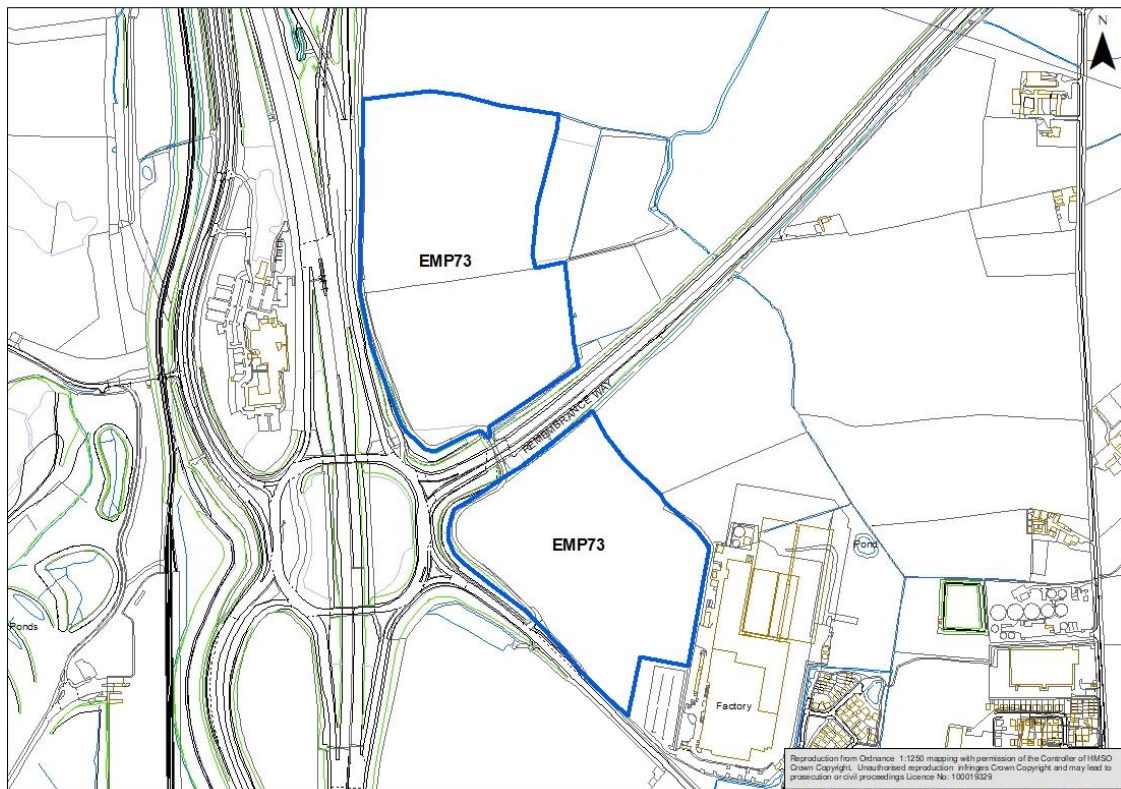
- (1) Land north of Derby Road (A6), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:
 - (a) Around 30,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
 - (b) Surface water drainage provision (SuDS).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access from A6 Derby Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
 - (b) Retention and enhancement of natural landscape buffers;

- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
- (d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;
- (e) Achievement of biodiversity net gain in accordance with national requirements
- (f) Potential impacts on residential amenity are addressed through the scheme's design;
- (g) Provision of a Mineral Assessment for sand and gravel; and
- (h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

- 4.12. The site would be viewed in the context of the adjacent Refresco Drinks site and the highway infrastructure at the motorway junction however development would still have a significant visual impact on the approach into Kegworth and from Remembrance Way (westbound). Screen mounds and tree planting and other forms of landscaping will be required as will control over the size, bulk and siting of units. The scheme design will also need to respond to the residential development planned on the land facing the site to the south of Derby Road.
- 4.13. The highways impact of development will need to be assessed in conjunction with other proposals in the area including in relation to the capacity of J24M1.
- 4.14. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.
- 4.15. Development on the land to the north of Remembrance Way will be accessed through this site so the proposals for the two parcels will need a co-ordinated approach.

Land North of Remembrance Way (A453), Kegworth (EMP73 (part))

4.16. This 14.8Ha site lies to the north of Remembrance Way to the north east of J24M1. It is identified on the current flood risk maps as being within Flood Zone 3 and the site promoters are undertaking more detailed flood modelling work and are liaising with the Environment Agency to establish the actual level of flood risk. The outcomes of this could be a) the whole site is deemed developable; b) only part of it is suitable for development or c) flood risk is a 'showstopper' for this site. Subject to this, the site is included for public consultation.



Land north of Remembrance Way (A453), Kegworth (EMP73(part))

- (1) Land north of Remembrance Way (A453), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:
 - (a) Around 40,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
 - (b) Surface water drainage provision (SuDS).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access from A6 Derby Road via Land to the north of Derby Road, (ii) a new link under A453, (iii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iv) a sufficient package of sustainable transport

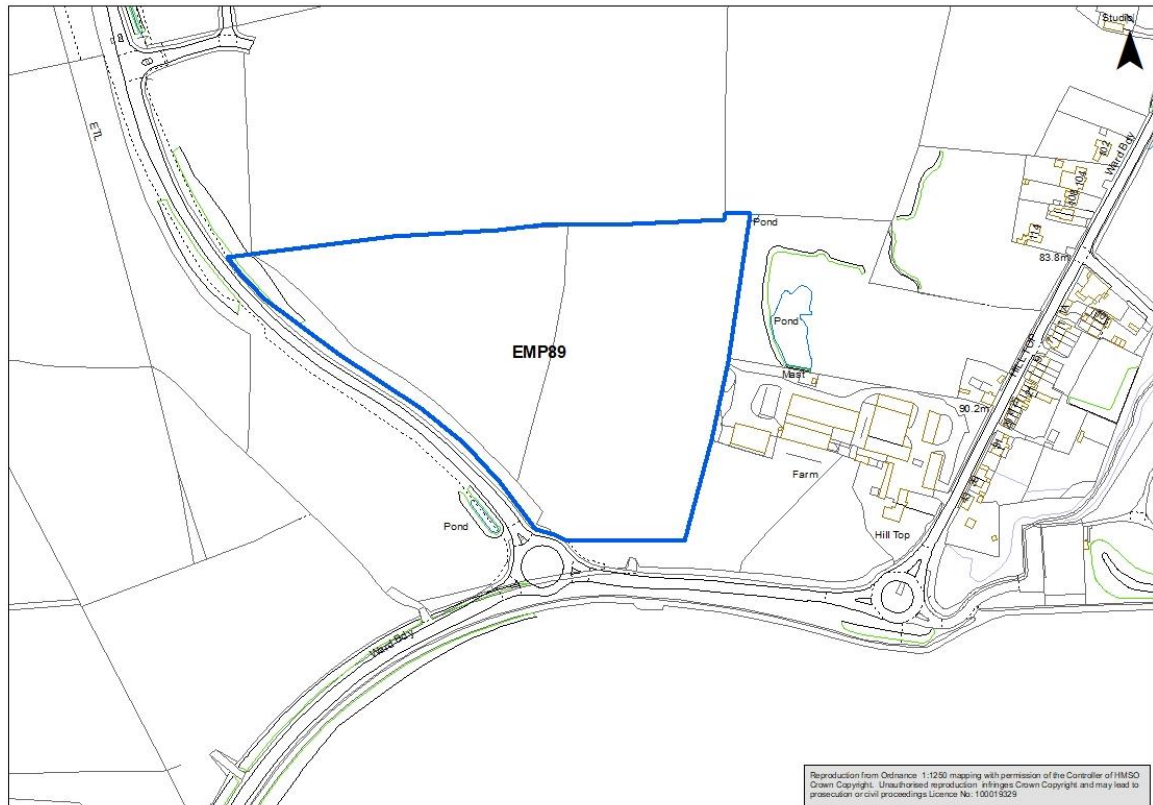
measures, all of which must meet the requirements of the relevant highways authorities;

- (b) Retention and enhancement of natural landscape buffers;
- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
- (d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;
- (e) Land for biodiversity net gain in accordance with national requirements;
- (f) Provision of a Mineral Assessment for sand and gravel; and
- (g) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

- 4.17. The site is quite prominent in views from the M1 southbound and from Remembrance Way (eastbound). Screen mounds and tree planting and other forms of landscaping will be required as will control over the size, bulk and siting of units.
- 4.18. The highways impact of development will need to be assessed in conjunction with other proposals in the area including in relation to the capacity of J24M1.
- 4.19. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.
- 4.20. The site would be accessed from A6 via 'Land to the north of Derby Road' and this would require a new link under A453. This means that proposals for the two sites will need to take a co-ordinated approach

Land West of Hilltop Farm, Castle Donington (EMP89)

- 4.21. The site lies to the south west of Castle Donington and the new Castle Donington bypass road runs along the south west boundary of the site. The land to the north and west of the site is being developed for mixed use development. The site immediately to the north of this site is being developed for employment use (Stud Brook Business Park) and development of this site would be a logical extension to the employment development to the north.



Land west of Hilltop Farm, Castle Donington (EMP89)

- (1) Land west of Hilltop Farm, Castle Donington (EMP89) as shown on the Policies Map, is allocated for:
 - (a) Around 6,000sqm of offices and 11,850sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
 - (j) Surface water drainage provision (SuDS).
- (2) Development of this site will be subject to the following requirements:
 - (a) Provision of (i) a safe and suitable access to be taken via Stud Brook Business Park, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;

- (b) Retention and enhancement of natural landscape buffers;
- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
- (d) Consideration and mitigation of any impacts on the Donington Park SSSI as a result of the cumulative impacts of development arising from development of this site and site CD10.
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) A Great Crested Newt Survey is undertaken, and any mitigation provided;
- (g) Potential impacts on residential amenity are addressed through the scheme's design;
- (h) Commitment to prepare and implement an Employment and Skills Plan in accordance with draft Policy Ec7 (Local Employment Opportunities).

- 4.22. The site promoters have identified that an access can be achieved through the business park development to the north. The Local Highway Authority have been consulted on the potential access through the adjoining site to the north which they consider to be acceptable in principle.
- 4.23. The County Ecologist has confirmed that the nearby pond is a historic Local Wildlife Site that is known to be habited by Great Crested Newts. As such mitigation for Great Crested Newts may be required or participation in the district licensing process.
- 4.24. Natural England have highlighted there may be impacts on the Donington Park SSSI arising from cumulative development of this site and site CD10. Development should address this issue.
- 4.25. Once the site to the north has been developed for employment use this site would be viewed in the context of the adjacent development. However, the site does contribute to the somewhat rural approach to Castle Donington. As such development would have a visual impact on the approach into Castle Donington and landscaping features such as screen mounds and tree planting will be required as will control over the size, bulk and siting of units. The design of development will also need to limit visual and amenity impacts on Hilltop Farm.
- 4.26. Xxx

5. POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION

- 5.1. All the SHELAA sites which are potentially suitable for strategic distribution uses have been appraised as part of our detailed site assessment work. This work is on a site-by-site basis and does not factor in wider issues which will also influence the final selection of site/s for inclusion in the Plan.
- 5.2. The Leicester and Leicestershire authorities have committed to continued joint working on strategic warehousing matters further to the findings of the [Warehousing and Logistics in Leicester and Leicestershire: Managing growth and change \(April 2021\)](#). The authorities have commissioned a study to advise on how best to distribute the future need for strategic warehousing across Leicester and Leicestershire and this study is in preparation. Its findings will not dictate the selection of site/s in the new Local Plan but it will be one of the relevant considerations.

East Midlands Freeport

- 5.3. The East Midlands Freeport was designated by the government in March 2021. The designation covers three locations, one of which is centred on East Midlands Airport within North West Leicestershire. Some 100Ha of land to the south of the A453/J23a of M1 and to the immediate east of Diseworth is included in the Freeport designation. This same land has been promoted for employment-related development in the Council's Strategic Housing and Employment Land Availability Assessment (site reference EMP90).
- 5.4. A purpose of the Freeport designation is to incentivise business and enterprise. Businesses locating to the Freeport will benefit from a package of financial benefits. As some of the incentives are due to cease in 2026, there is pressure to develop the site quickly.
- 5.5. The [Leicester & Leicestershire Strategic Growth Plan](#) identifies East Midlands Airport and its immediate area as a major employment opportunity and it forms part of the broad 'Leicestershire International Gateway' area. Additionally, the site's Freeport status is significant as a statement of government policy when considering the site allocations for this new plan. Similarly, the development proposed would generate very substantial direct and indirect economic and employment benefits which will be important factors in the scheme's favour.
- 5.6. In designating the Freeport, however, the Government did not undertake an assessment of the planning merits of the site. In effect, it is an economic designation. The acceptability of the proposal in planning terms is a matter for this new Local Plan (and/or a planning application) balanced against the above considerations.
- 5.7. At this point, key planning considerations include the following:
 - In view of the site's location and the level of traffic that could be generated, it will be important to understand the likely impact on the road network, including both J23a and J24 of the M1.
 - Impacts on Diseworth Conservation Area, particularly if development was to come up to the edge of the village to correspond with the Freeport designation. This could erode its legibility as a standalone historic settlement within its rural context.

- Landscape impacts: the scale of the proposed development would result in harmful impacts which would detract from the rural setting of Diseworth.
 - Impacts on the amenity of nearby residential properties.
- 5.8. Other potential concerns relate to impact on biodiversity, flooding and drainage and the operation of East Midlands Airport.
- 5.9. Faced with these significant concerns and uncertainties, we have not yet reached a firm position on whether an allocation in this location is justified. Reflecting this, we have identified land to the south of the airport as a Potential Location for Strategic Distribution at this stage. With feedback from this consultation and further information as outlined above, we will make a decision on whether or not an allocation is justified at the next stage of the plan's preparation.
- 5.10. We do consider that the potential impacts on Diseworth, particularly in terms of heritage, landscape and amenity, are likely to be unacceptable based on the current extent of the designated Freeport land. For this reason, the extent of the Potential Location has been drawn away from the village and with further areas identified for landscaping/mounding. This means it does not cover the entirety of the Freeport designation.

J11 A/M42

- 5.11. Based on the assessment of all the potential sites, our view is that land to the north of J11 A/M42 is a suitable site (SHELAA site EMP82) if, in due course, an allocation in this location is justified. At the Development Options and Policy Options stage (January 2022) we identified that new development at J11 could capitalise on the profile of Mercia Park with the potential to share infrastructure. The site is approximately 28Ha and comprises a wedge-shaped parcel of agricultural land contained by the A42 to the east, the A444 to the west and by field boundaries to the north.
- 5.12. In the same vein as the Freeport site, we have included this land as a 'Potential Location for Strategic Distribution' in advance of a future decision based on the necessity for a site allocation in this location.

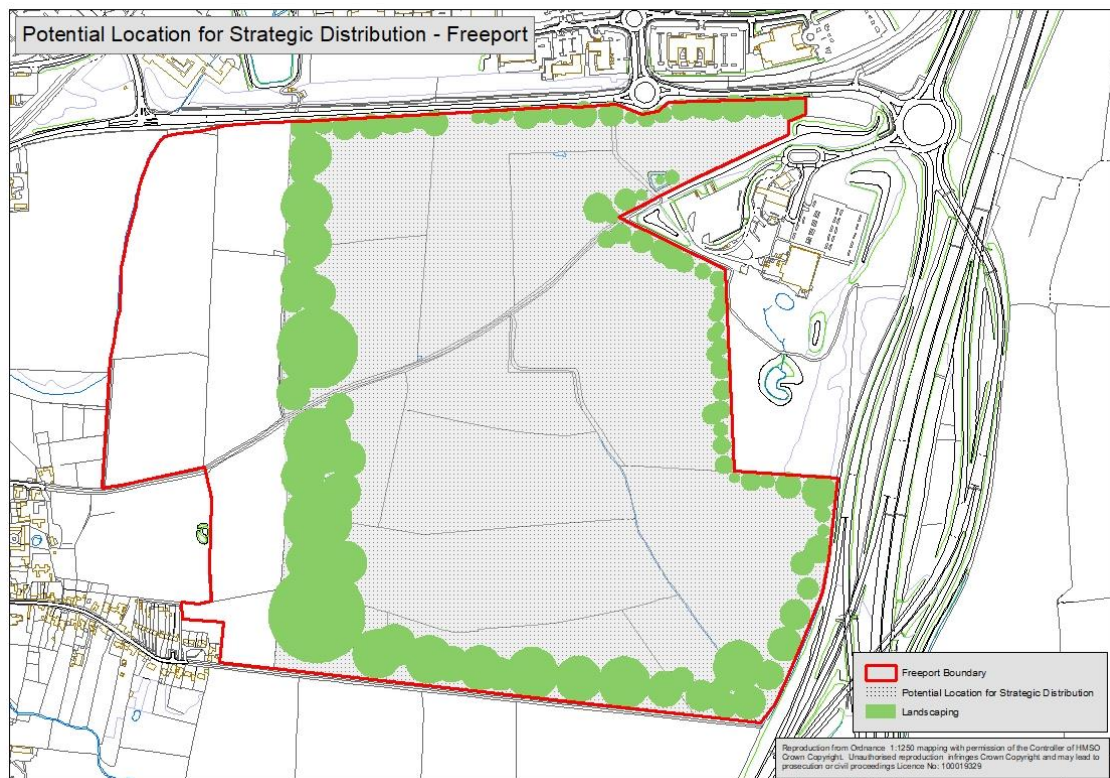
Potential Locations for Strategic Distribution

Site Reference	Site Address	Strategic Distribution
EMP90 (part)	Land south of East Midlands Airport	81Ha*
EMP82	Land to the north of J11 A/M42	28Ha

* includes areas shown for landscaping

- 5.13. The decision on which site/s to allocate is not necessarily limited to a choice between these two sites. Depending on the outcomes of the further work, the allocation of one, both, neither or indeed different site/s could be justified.

Land south of East Midlands Airport (EMP90(part))



Potential Locations for Strategic Distribution: Land south of East Midlands Airport (EMP90(part))

Land south of A453 and east of Diseworth is identified as having potential for strategic distribution.

Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.

If the site is allocated, matters which will need to be addressed include:

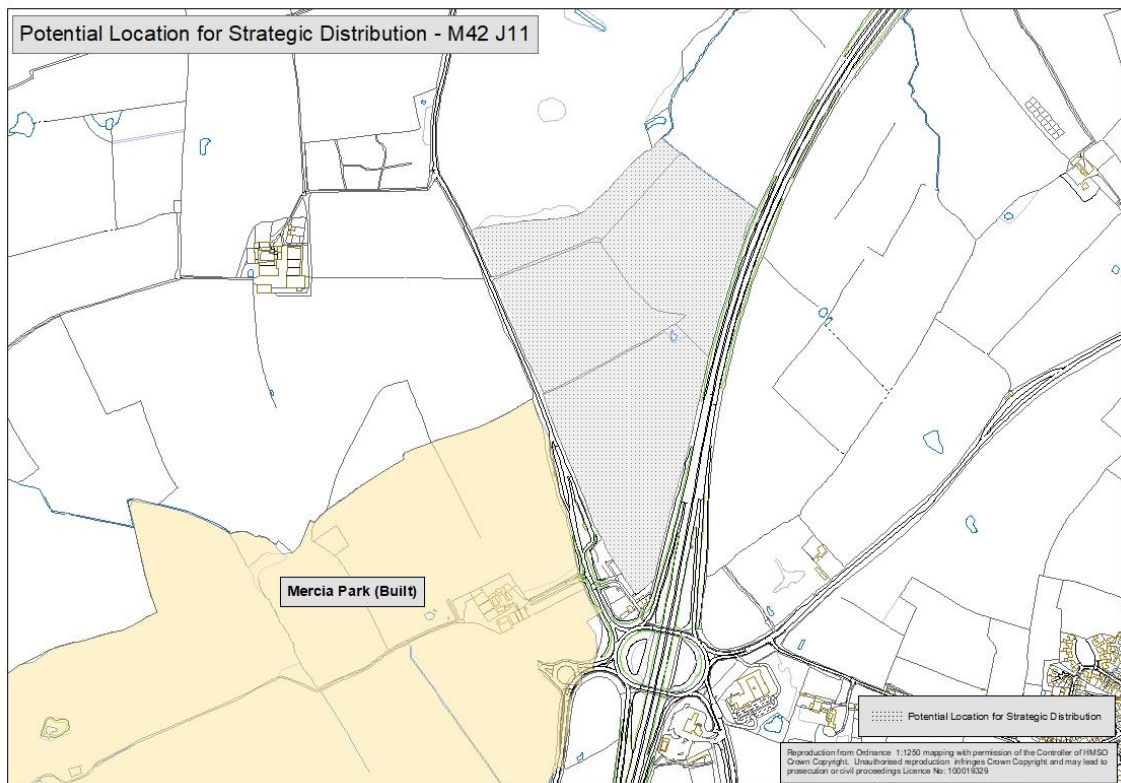
- The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.
- The site being accessible via a range of sustainable transport options including effective walking and cycling connections.
- There being no harmful impact upon Diseworth Conservation Area or its setting.
- The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, so as to minimise the impact of development on the wider landscape and the setting of Diseworth.
- The provision of evidence that assesses and addresses the impact on biodiversity both on the site and in its vicinity, including with respect

to (i) the potential for great crested newts, (ii) nearby candidate Local Wildlife Sites and (iii) waterbodies within the site; and the achievement of biodiversity net gain in accordance with national requirements.

- (f) The provision of a Flood Risk Assessment and a Drainage Strategy.
- (g) There being no detrimental impact upon the safe and efficient operation of East Midlands Airport.
- (h) A satisfactory design and layout which takes account of site's sensitive location, both in landscape terms and its adjacency to Diseworth Conservation Area.

Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan.

Land north of J11 A/M42 (EMP82)



Potential Locations for Strategic Distribution: Land north of J11 A/M42 (EMP82)

Land east of A444 and west of A42 Stretton le Field is identified as having potential for strategic distribution purposes.

Allocation of the site in the Regulation 19 Plan will only be supported where there is a demonstrable need for further strategic distribution in North West Leicestershire.

If the site is allocated, matters which will need to be addressed include:

- (a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.
- (b) The site being accessible via a range of sustainable transport options including effective walking and cycling connections.
- (c) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, to limit the impact of development on the wider landscape in particular in views from the north.
- (d) The provision of evidence that assesses and addresses the impact of development on biodiversity and the achievement of biodiversity net gain in accordance with national requirements.
- (e) Assessment of the impacts of development on heritage assets and measures to address any harm identified.
- (f) The provision of a Flood Risk Assessment.
- (g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease Special Area of Conservation).
- (h) A surface water drainage strategy which demonstrates how pollutants and sediments from the proposed development will be prevented from reaching the River Mease. This should include a Construction Environment Management Plan (CEMP).
- (i) A satisfactory design and layout.
- (j) Demonstration of the functional connection between this site and Mercia Park e.g shared facilities, sustainable transport links etc.

Proposed development will need to satisfy all other relevant policy requirements in the draft Local Plan.

LOCAL PLAN REVIEW – SITE ASSESSMENT METHODOLOGY

INTRODUCTION

1. To meet our housing and employment needs up to 2040, we need to allocate suitable sites in the Local Plan. There are two key pieces of evidence which have assisted in this process.
2. Firstly is the Council's [Strategic Housing and Economic Land Availability Assessment \(SHELAA\)](#). This identifies potential development sites in the District¹ and assesses their suitability/availability/achievability. The most recent version of the North West Leicestershire SHELAA was published in summer 2021.
3. Secondly is the **Sustainability Appraisal (SA)**. The role of the SA is to demonstrate the extent to which the emerging plan, when assessed against reasonable alternatives, will help to achieve a range of environmental, economic and social objectives. The SA is an iterative process, meaning it is reviewed and updated as the Local Plan progresses.
4. The SHELAA and SA have different purposes, including:
 - The sustainability objectives of an SA are developed to appraise the social, environmental and economic effects of a plan as a whole and in some circumstances are not particularly suited to appraising the merits of individual sites.
 - The SA is strategic in nature and does not consider all the factors relevant to the site allocation process. For example, the SA does not consider whether it is possible to provide a safe vehicular access, rather it is more concerned with general accessibility by sustainable transport modes.
 - The SA, unlike the SHELAA, does not assess deliverability/viability factors as they are not necessarily 'sustainability' factors (and therefore not incorporated within the sustainability objectives).
 - The SHELAA, unlike the SA, undertakes assessments on an individual site basis rather than assessing and comparing options against one another or in combination.
5. As a result, we have concluded that a more comprehensive assessment, drawing together information from the SHELAA and the SA is necessary. The methodology is detailed below.

STAGE 1 – SITE IDENTIFICATION

6. The main source of sites is the 2021 SHELAA, which updated the previous 2019 version. A call for sites between September and October 2020 provided an opportunity for landowners and developers to submit new sites. Several sites submitted to the Council between the end of the call for sites exercise and 31 March 2021 have also been assessed. A full list of sites is available at **Appendix 1**. Existing Local Plan Site Allocations without planning permission have also been included in this list.
7. Sites submitted after 31 March 2021 have been acknowledged and referenced, but the full site assessment will be undertaken after the first consultation on site allocations but before

¹ Sites are submitted to us by landowners/developers for our consideration.

the preparation of the 'Regulation 19², version of the Local Plan. A list of these sites is at **Appendix 2**.

STAGE 2 – INITIAL SIEVING

8. The aim of this stage is to rule out sites which would not be suitable for allocation. The criteria against which sites were 'sieved out' are set out below. A full list of sites which were sieved out and the reasons for doing can be found at **Appendix 3**.
9. Some of the sieved out sites are still included in the Sustainability Appraisal (SA). This is due to a change in circumstances between the completion of the SA and the finalisation of the site assessment process (for example, where planning permission was granted after the SA was completed).

Sites with an extant planning permission at 31 March 2021

10. Several sites have planning permission for housing and/or employment uses, with many of these currently under construction. These sites will contribute towards our housing and employment needs in the period up to 2040, but as 'committed' sites, they don't require any further consideration as part of the allocation process.
11. Any sites with a 'resolution to grant' planning permission (i.e. where members have agreed to approve an application at planning committee but the permission has not yet been issued) have *not* been sieved out.

Small sites

Housing

12. Small sites are sites with a capacity of less than 10 dwellings³. Small sites have not been considered through the allocation process as they are more likely to come forward as windfall development in the existing Limits to Development. Where sites have a capacity of 10 or more dwellings but would be likely to deliver less than 10 dwellings because of particular onsite constraints (for example if part of the site is at risk of flooding), a judgement has been made whether to filter the site out.

Employment

13. A minimum size requirement has not been applied to employment sites.

Local Housing Needs Villages and Small Villages or Hamlets in the Countryside

Housing

14. The adopted [North West Leicestershire Local Plan](#) (2021) includes a settlement hierarchy where the more facilities and services a settlement has, the higher up the hierarchy it is.

² The Regulation 19 Local Plan is the version that will be submitted to the Planning Inspectorate for examination.

³ Informed by the definition of major development in Part 1 of the [Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#) and using the capacity methodology in [the Joint Leicester and Leicestershire SHLAA Methodology Paper \(2019\)](#).

Sites in the Principal Town, Key Service Centres, Local Service Centres and Sustainable Villages are more sustainable due to the wider availability of facilities and services and consequently are deemed more suitable for housing growth.

15. We consulted on the settlement hierarchy as part of the [Development Strategy and Policy Options](#) consultation in January 2022. Following this consultation, members agreed⁴ to replace the ‘Small Village’ tier with ‘Local Housing Needs Villages’ and ‘Hamlets’ with ‘Small Villages and Hamlets in the Countryside’. Housing development in these tiers of the hierarchy will only be permitted in certain circumstances⁵ and no housing allocations are proposed. As a result, all sites in the Local Housing Needs Villages and Small Villages and Hamlets in the Countryside have been sieved out. This includes at Coleorton, which members agreed should be changed from a Sustainable Village to a Local Housing Needs Village.

Employment

16. Employment sites are often located away from existing settlements and close to strategic transport links, meaning we have not sieved out any employment sites for settlement hierarchy reasons.

Settlements where a Neighbourhood Plan has recently been made or is currently being prepared

Housing

17. There are two settlements where a Neighbourhood Plan has recently been made and which are now given full weight in the determination of planning applications:
- Blackfordby (28 April 2022)
 - Swannington (22 March 2023)
18. A site to the rear of 31 Main Street is allocated for up to 14 dwellings in the [Blackfordby Neighbourhood Plan](#) (Policy H1)⁶. A site at St George’s Hill is allocated for around 12 dwellings in the [Swannington Neighbourhood Plan](#) (Policy H1)⁷. As we are not considering any further sites for allocation in Blackfordby or Swannington, sites in these settlements have been sieved out. A site on the edge of Woodville which is in the Blackfordby Neighbourhood Plan Area (Land at Hepworth Road, Wd2) has also been sieved out.
19. Neighbourhood Plans are currently being prepared in the following settlements:
- Breedon on the Hill
 - Long Whatton and Diseworth
 - Lockington and Hemington

⁴ [Local Plan Committee, 12 July 2022](#)

⁵ See draft Local Plan Policy S3, Policy S4 and Policy S5

⁶ This site is referenced By2 in the [Strategic Housing and Employment Land Availability Assessment \(2021\)](#).

⁷ This site is referenced S3 in the [Strategic Housing and Employment Land Availability Assessment \(2021\)](#).

20. Aside from Lockington and Hemington, all of the above settlements are Sustainable Villages, where we would expect to see some housing growth over the plan period. We have provided the Neighbourhood Plan bodies in these settlements with indicative housing requirements, so that housing sites can be allocated in the Neighbourhood Plans.
21. We understand that housing sites will also be allocated in the [Breedon on the Hill](#) and [Long Whatton and Diseworth](#) Neighbourhood Plans. We have paused our assessment of sites in these settlements to give the Neighbourhood Plan bodies the opportunity to allocate sites. If these allocations are not forthcoming, we may need to review this position as we get closer to submitting the Local Plan for examination.

Employment

22. To date, none of the Neighbourhood Plan bodies have indicated they will allocate employment site(s) in their emerging Neighbourhood Plans. If that position changes, the District Council will consider any implications for its selection of employment sites at the time.

Sites remote from existing settlements

Housing

23. Where a site does not adjoin the existing Limits to Development, we have made a judgement on its 'remoteness'. Sites have been sieved out where they are clearly some distance from and poorly connected to the nearest sustainable settlement. Sites have been left in where are close to and have an obvious relationship with the nearest sustainable settlement.

Employment

24. As confirmed above, many employment sites are remote from settlements due to the nature of their use or proximity to the road network; this would not be a reason to sieve them out at this stage.

Sites in Flood Zone 3b (the functional floodplain)

Housing

25. The government's [Planning Practice Guidance](#) (PPG) makes clear that residential development should not be permitted in areas identified as being Flood Zone 3b (the functional floodplain). None of the potential housing sites were wholly in Flood Zone 3b. However, for those sites partly in FZ3b, we have made a judgement about the extent and location of the FZ3b area which has resulted in some sites being sieved out.

Employment

26. Whilst the PPG also states that employment development should not be permitted in Flood Zone 3b, the Environment Agency has previously supported employment development in the functional floodplain in the north of the district subject to implementing flood alleviation measures. On this basis, the handful of employment sites wholly in the Flood Zone 3b have not been sieved out at this stage.

Sites in protected areas/assets of particular importance

27. The presumption in favour of sustainable development at paragraph 11 of the [National Planning Policy Framework](#) (2023) places an emphasis on protected areas/assets of particular importance. Examples of such areas/assets are provided at NPPF footnote 7. With reference to footnote 7, it would be reasonable to sieve out sites that would result in the loss of any of the following:
- Sites of Special Scientific Interest (SSSI)
 - National Nature Reserves (NNR)
 - Local Nature Reserve (LNR)
 - Historic Park or Garden
 - Scheduled Monument
 - Ancient woodland
 - Local Green Spaces
28. A further protected area of relevance to North West Leicestershire is the East Midlands Airport Public Safety Zone. This is an area of land around the airport where there is a general presumption against new or replacement development for the reasons of public safety.
29. Some of the above areas/assets fall partly within the boundary of a handful of sites. These sites were not sieved out as they could potentially be developed without resulting in the loss of the area/asset in question. The potential for sites to impact on any of the above areas/assets is a consideration for later in the site assessment process.

Other Reasons

30. Some sites have been confirmed as no longer being available and have been sieved out accordingly. Sites part of larger sites have also been sieved out, although consideration on whether smaller parcels of larger sites are more appropriate is a factor for later in the site assessment process.

STAGE 3 – SUSTAINABILITY APPRAISAL OF ALL SITES

31. We started by preparing a proforma for each site which scored against a range of quantitative and qualitative topics using a Red/Amber/Green (RAG) rating. The scoring methodology for the proformas is at **Appendix 4**. The site proformas are available on our [website](#).
32. The information from the site proformas was used by the Council's independent SA consultants to assess the sustainability of each site. Sites were assessed against the Council's Sustainability Objectives using the following scoring system:

++	Significant Positive	The site supports the achievement of this objective; it addresses all relevant sub-objectives and could result in a potentially significant beneficial effect
+	Minor Positive	The site supports the achievement of this objective; it addresses some relevant sub-objectives, although it may have only a minor beneficial effect
?	Uncertain	Uncertain effect – insufficient information on which to determine the assessment at this stage
0	Neutral	Neutral effect
-	Minor Negative	The site appears to conflict with the achievement of this objective; it does not address relevant sub-objectives and may result in minor adverse effects
--	Significant Negative	The site works against the achievement of this objective; it could exacerbate relevant sub-objectives and may result in a potentially significant adverse effect

33. The full Sustainability Appraisal Report is at on our [website](#).
34. The information and scoring on the proformas was correct at the time of writing. It is entirely possible that there has been a change in circumstances between the proformas being finalised and the consultation taking place which could impact the proforma and SA scoring for a particular site. This is particularly likely in relation to the availability of facilities and services in or the availability of bus routes servicing a particular settlement. **The consultation is an opportunity to identify any such changes in circumstances.**

STAGE 4 – DETAILED SITE ASSESSMENT

Housing

35. For housing, we have prepared a detailed site assessment by settlement, bringing together information from the proforma, Sustainability Appraisal and SHELAA, as well as any further information that came to light as we went through the site assessment process. It establishes the similarities and differences between sites in a particular settlement before identifying the preferred site(s) for housing. The detailed site assessment is set out as follows:

Settlement Summary

36. This confirms:
- The settlement’s existing and proposed position in the settlement hierarchy.
 - The services and facilities in the settlement, those where travel outside the settlement is required and any known capacity issues, for example at local schools.
 - ‘Settlement features’ common to all sites or groups of sites in the settlement and which are material considerations in the site allocation process. For example, where sites are located in the River Mease catchment, the National Forest, the Charnwood Forest Regional Park, Mineral Safeguarding Areas, SSSI Risk Impact Zones etc.

Stage 1 - Site Identification

37. This is a summary of all sites within the settlement known to the Council at or before 31 March 2021 and whether any of those sites have planning permission, are under construction or have any other relevant planning history.

38. Sites submitted after 31 March 2021 are confirmed in this section, but will be assessed at a later date.

Stage 2 - Site Sieve

39. This confirms which sites in the settlement were sieved out and the reasons why.

Stage 3 - Sustainability Appraisal

40. This is a summary of the SA by sustainability objective.

Stage 4 - Detailed Site Assessment Summary

41. This section is structured as follows:

- *Access to facilities and services* – this is based upon the RAG rating from the proforma, but also provides a more qualitative assessment, for example whether distances are on the cusp of a red/amber/green rating, the quality of the journey and whether public transport is an option for accessing facilities and services.
- *Sustainability Appraisal* – this summarises the SA results for the site.
- *Key Planning Considerations* – this summarises the key considerations for the particular site and any onsite/offsite constraints to development. It builds on the information on the proforma, by feeding in additional input received from statutory bodies including the Council’s Conservation Officer, the local highways authority, the County Council and Natural England in respect of ecology matters, as well as additional information from the Council’s Landscape Sensitivity Study⁸. Where the scale of development is identified as particular issue, the increase in dwellings is identified as a percentage increase on the number of dwellings in the settlement as at 1 April 2021.
- *Deliverability/Developability* - This uses information from the SHELAA, as well as any updates from site promoters since the SHELAA was published. It considers whether the site could be considered deliverable or developable with reference to the definition in the [National Planning Policy Framework](#) (Annex 2).⁹ Attention is given to who is promoting the site and whether development of the site is achievable over the plan period. In 2019, officers checked on the availability of any sites submitted prior to 2017 and this is referenced where applicable.

Employment

42. The employment site assessments are presented on a site by site basis rather than being grouped by settlement.

⁸ Landscape Sensitivity Study – [Part 1](#) (2019), [Part 2](#) (2019), [Additional Sites](#) (2020), [Further Study](#) (2021)

⁹ To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

43. Each of the site assessments is structured as follows:

SA Appraisal

44. This sets out a summary of the SA findings for the site and considers ways of mitigating the negative sustainability impacts identified.

Location

45. This confirms whether the site is within, adjacent or outside the adopted plan's Limits to Development and names the closest settlement.

Key planning considerations

46. As for the housing assessments, this section provides an analysis of the key planning considerations for the particular site and any onsite/offsite constraints to development. It builds on the information from the proforma and includes expert feedback from the Council's Conservation Officer, the local highways authority, the county ecologist and Natural England as well analysis from the Council's Landscape Sensitivity Assessment.

Employment site attributes

47. This considers the site's overall suitability for employment uses including matters such as road links, proximity to labour supply, sustainable transport connections, proximity to relevant services and amenity impacts.

48. For sites which may be suitable for strategic warehousing, the assessment includes additional factors such as access to the strategic road network and topography.

Availability and Achievability

49. This uses information from the SHELAA, as well as any updates from site promoters since the SHELAA was published. It considers whether the site is available and achievable with reference to the explanations in the Planning Practice Guidance (Paragraphs 19, 20 Reference ID: 3-020-20190722).

STAGE 5 - SUMMARY AND CONCLUSIONS

Housing

50. This section sets out the reasoning for any preferred sites(s) within a given settlement and the reasons for discounting the remaining sites.

Employment

51. Each individual site assessment concludes on the site's overall suitability, or otherwise, for allocation in the new Local Plan.

APPENDIX 1 – SITE IDENTIFICATION

The following is a complete list of the 258 housing sites featured in the SHELAA 2021 / submitted to NWLDC prior to 31 March 2021.

Housing Sites

Site Reference	Site Address	Settlement
A3	Holywell Spring Farm	Ashby
A5 (EMP17)	Money Hill	Ashby
A7	Packington Nook	Ashby
A14	Sports Ground, Lower Packington Road	Ashby
A16	Land off Prestop Drive/Ingle Drive	Ashby
A18 (EMP05)	Land at Junction 12 of the A42	Ashby
A25	North of Moira Road, Shellbrook	Ashby
A26	South of Moira Road	Ashby
A27	South of Burton Road, Ashby	Ashby
A28	The Paddocks, Willesley Road	Ashby
A29	Land rear of Ulleswater Crescent	Ashby
A30	Land at 178 Burton Road	Ashby
AC1	Land North of Measham Road	Acresford
AC2	Land South of Measham Road	Acresford
Ap1	(Remainder) West of Measham Road	Appleby Magna
Ap3	Church Street	Appleby Magna
Ap6	Rear of Didcott Way and North of Church Street	Appleby Magna
Ap10	Jubilee Business Park	Appleby Magna
Ap12 (EMP20)	Land off Top Street (Redhill Farm)	Appleby Magna
Ap13a	West of Measham Road	Appleby Magna
Ap13b	East of Measham Road	Appleby Magna
Ap13c	North East of Measham Road	Appleby Magna
Ap15	Land at Old End	Appleby Magna
Ap16	Land East of Appleby Magna	Appleby Magna
Ap17	40 Measham Road	Appleby Magna
Ap18	Land at Botts Lane	Appleby Magna
Ap19	Land at Snarestone Road	Appleby Magna
Ap20 (EMP92)	Part Dingle Farm, adjacent Junc. 11 of M42	Appleby Magna
Av1 (EMP67)	Main Street/Occupation Road	Albert Village
AV3	R/O 171 to 205, Occupation Road	Albert Village
B2 (EMP58)	Barralochen Farm, East Lane	Bardon
B3 (EMP42)	Former Stardust Nightclub	Bardon
B4 (EMP81)	Land South of South Lane	Bardon
Ba1	Land North of Battram	Battram
Ba2	Land at Battram Road	Battram
Be2	Belton Farm, Church Street	Belton
Be3	Land East of Hallamford Rd and South of Ashby Rd	Belton

Site Reference	Site Address	Settlement
Be4	Land west of Belton and north of B5324	Belton
Bo1	Land at Heath Lane	Boundary
Br3	Land off Doctors Lane	Breedon on the Hill
Br4	Land at Breedon Priory Nursery	Breedon on the Hill
Br5	Land off Doctors Lane	Breedon on the Hill
Br7	Berry Field and Vicarage Field	Breedon on the Hill
Br8	Worthington Lane	Breedon on the Hill
Br9	Land north of Southworth Road	Breedon on the Hill
Br10	Land to the East of Worthington Lane	Breedon on the Hill
Br11	Land West of Ashby Road	Breedon on the Hill
By2	Main Street	Blackfordby
By3	Butt Lane/West of Fenton Avenue	Blackfordby
By4	Land at Butt Lane	Blackfordby
By5	Land at Fenton Avenue	Blackfordby
C12	Stevenson House, Ashby Road	Coalville
C16	Glebe Road	Thringstone
C18	Land rear of Thornborough Road	Whitwick
C19	Stephenson Green	Whitwick
C20	Meadow Lane	Coalville
C21	Land rear of Bardon Road	Coalville
C23	Bardon Grange	Coalville
C25	Farm Lane / Towns End Lane	Donington le Heath
C28 (EMP25)	Land at Wolsey Road	Coalville
C29	Owen Street Allotments	Coalville
C32	Land at 28 London Road	Coalville
C33	Greenhill Farm, South of Greenhill Road	Coalville
C40	Standard Hill	Coalville
C42	Fretsom's Field, Lily Bank	Thringstone
C43	Land South of The Green	Donington-le-Heath
C44	Church Lane	Whitwick
C45	Thornborough Road Allotments	Whitwick
C46	Broom Leys Farm	Coalville
C47	Land at Redhill Farm, New Swannington	Whitwick
C48	South of Church Lane, New Swannington	Whitwick
C50	Jack's Ices, North of Standard Hill	Coalville
C57	South of Loughborough Road	Whitwick
C58	Adj. 191 Loughborough Road	Whitwick
C59	Land off Forest Road	Hugglescote
C61	Church View, Rose Nursery	Hugglescote
C62	Workspace 17, Highfield Street	Coalville
C63	Land at The City of Dan	Whitwick
C64	R/O Hilary Crescent	Whitwick
C65	Holy Hayes, Rosslyn Road	Whitwick
C67	Land at Waterworks Road	Coalville

Site Reference	Site Address	Settlement
C71	Land off Church Lane, New Swannington	Whitwick
C72	Rear of 224a-228 Bardon Road	Coalville
C73	Land off Kirton Road	Coalville
C74	Land at Lily Bank	Thringstone
C75	Land at Townsend Lane	Donington le Heath
C76	Land off Meadow Lane	Coalville
C77	Land off Talbot Lane	Whitwick
C78	Land rear of 274 Church Lane	Whitwick
C79	Land off Townsend Lane	Donington le Heath
C81	Land north of Church Lane	Whitwick
C82	Greenhill Farm, Greenhill Road	Coalville
C83	186, 188 + 190 London Road	Coalville
C84	Land south of Townsend Lane	Donington le Heath
C85	Richmond Road	Donington le Heath
C86	Land off Howe Road	Whitwick
CD3	Upton Close	Castle Donington
CD4	Park Lane	Castle Donington
CD5	Land at Duflex	Castle Donington
CD7	Hilltop	Castle Donington
CD8	Land at The Spittal and Campion Hill	Castle Donington
CD9	Land South of Park Lane	Castle Donington
CD10 (EMP72)	Land North of Park Lane	Castle Donington
CD11	Land off Diseworth Road	Castle Donington
CD12 (EMP93)	West of Hilltop	Castle Donington
Cn1	Nottingham Road	Peggs Green
Cn4	Land at 87 Loughborough Road	Peggs Green
Cn5	Bakewells Lane	Coleorton
Cn6 (EMP69)	Land off Worthington Lane	Newbold
Cn8	North of 2 Top Road	Griffydam
Cn9	South of 2 Top Road	Griffydam
Cn11	Lower Moor Road,	Coleorton
Cn13	Land off Loughborough Road,	Coleorton
Cn14	Lower Moor Road,	Coleorton
Cn15	Worthington Lane	Newbold
Cn16	Land at 44 Loughborough Road	Coleorton
Cn17	Land to side of 55 Nottingham Road	Coleorton
Cn19	Land to west of Lower Moor Road,	Coleorton
Cn20	Rear of 92 Loughborough Road	Coleorton
Cn21	Pipeyard Lane	Coleorton
Cn22	Land at Aqueduct Road	Coleorton
Cn23	White Gables, Lower Moor Road,	Coleorton
Cn24	Land North of Loughborough Road	Peggs Green
Cn25	Paddocks North of Moor End Cottage, Lower Moor Rd	Coleorton
Cn26	Paddock South East of Moor End Cottage, Lower Moor Rd	Coleorton

Site Reference	Site Address	Settlement
D2	Chapel Street,	Donisthorpe
D8	Land off Ramscliffe Avenue	Donisthorpe
D9	R/O Bambro Farm, Ashby Road	Donisthorpe
D10	Land at Ashby Road	Donisthorpe
D11	Land off Talbot Place	Donisthorpe
D12	Land off Hall Lane	Donisthorpe
D13	Land between 77-119 Ashby Road	Donisthorpe
Dw2	Old Hall Farm, Grimes Gate	Diseworth
Dw3	Tea Kettle Hall	Diseworth
Dw4	Lady Gate/The Green	Diseworth
Dw5	Land at Grimes Gate	Diseworth
E1	Whitehill Road	Ellistown
E3	Off Whitehill Road	Ellistown
E7	Land between Midland Road and Leicester Road	Ellistown
E8	The Paddock near St Christophers Park	Ellistown
E9	Land Between Donington le Heath and Ellistown	Ellistown
H1	Newton Road	Heather
H2	Sweepstone Road	Heather
H3	Adjacent Sparkenhoe Estate, <i>Remainder of Site</i>	Heather
H4	Coalfield West	Heather
H6	Land at Sweepstone Road	Heather
H7	Land rear of 55 Mill Lane	Heather
H8 (EMP56)	Heather Brickworks, Mill Lane	Heather
H9	Land at Heather Hall, Sweepstone Road	Heather
H10	Land South West of Heather Hall	Heather
H11	Land North East of Heather Hall	Heather
H12	Land at Corner Farm, No.2 Main Street	Heather
Ib8	Leicester Road	Ibstock
Ib11	Pretoria Road	Ibstock
Ib13	Hinckley Road, Ibstock (east)	Ibstock
Ib15	Station Road (Clare Farm)	Ibstock
Ib18	Land off Leicester Road	Ibstock
Ib19	112 – 128 Melbourne Road	Ibstock
Ib20	Rear of 111a High Street	Ibstock
Ib21	Land at Redlands House, Leicester Road	Ibstock
Ib22	Land adjoining 8 Curzon Street	Ibstock
Ib23	Land at Station Road	Ibstock
Ib24	Land south of Curzon Street	Ibstock
Ib25	Sycamores, Leicester Road	Ibstock
Ib26	Land west of A447	Ibstock
Ib27	Sunnyside Garden Centre	Ibstock
Ib28	Land off Blackberry Lane	Ibstock
Ib29	Land off New Row	Ibstock
Ib30	Land south of 74 to 96 Pretoria Road	Ibstock
IW1	Isley Woodhouse	Isley Walton

Site Reference	Site Address	Settlement
K2	Computer Centre, Derby Road	Kegworth
K5	Land North of Station Road,	Kegworth
K7	Ashby Road	Kegworth
K9	Brookes Machine Tools, Derby Road	Kegworth
K10	Slack and Parr, Long Lane	Kegworth
K11	South of Derby Road	Kegworth
K12	Land at Molehill Farm	Kegworth
Lp1	Land at Langley Priory Estate	Langley Priory
LW2	The Green	Long Whatton
LW3	West End	Long Whatton
LW4	11 Turvey Lane	Long Whatton
M1	Youth Club / Land west of High Street	Measham
M2	Land at Chapel Street	Measham
M4	Land at Pot Kiln Farm, New Street	Measham
M5	Ashby Road	Measham
M7	Oaktree House, Atherstone Road	Measham
M9	Adjacent A42 / Canal Basin	Measham
M11	Land at Leicester Road/Ashby Road	Measham
M13	Land at 39 Browning Drive	Measham
M14	Land at Abney Drive	Measham
M15	Land at Atherstone Road	Measham
M16	South of Bosworth Road	Measham
M17	The Pot Kilns, New Street	Measham
Mo8	Sweethill Lodge Farm, Ashby Road	Moira
Mo9	Rear of 179-189 Ashby Road	Moira
Mo10	Adj Fire Station Shortheath Road	Moira
Mo11	Land to the rear of 59-63 Ashby Road	Moira
Mo12	Land at Blackfordby Lane, Norris Hill	Moira
Mo13	Warren House Farm	Moira
Mo14	Land Adjoining 100 Donisthorpe Lane	Moira
Mo15	Land at Shellbrook Farm, Norris Hill	Moira
NP1	Leicester Road	New Packington
NP2 (EMP57)	Leicester Road/Corkscrew Lane	New Packington
NP4	Breach Farm	New Packington
NP5	Leicester Road and Coleorton Lane	New Packington
NP6	Highfields, 177 Leicester Road	New Packington
Oa1	Oakfield House, Burton Road	Oakthorpe
Oa2 (EMP60)	Burton Road	Oakthorpe
Oa3	Land at Chapel Street	Oakthorpe
Oa4	Land adjacent Measham Road	Oakthorpe
Oa5	Land at School Lane	Oakthorpe
Oa6	Former Holly Bush Inn, Main Street	Oakthorpe
Oa7	Land off Measham Road	Oakthorpe
Oa8	Measham Works, Burton Road	Oakthorpe
Oa9	49 Chapel Street	Oakthorpe

Site Reference	Site Address	Settlement
Oa10	Land rear of 47 Chapel Street	Oakthorpe
Oa11	Stretton View	Oakthorpe
OV1	Spring Cottage Road	Overseal
P2	Land adj. 30 Ashby Road	Packington
P3	Land off Spring Lane	Packington
P4	Land South of Normanton Road	Packington
P5	Land adj. 17 Spring Lane	Packington
P6	North of Coleorton Lane	Packington
P7	Land West of Redburrow Lane	Packington
P8	Land to rear of 55 Normanton Road	Packington
P9	Land between Spring Land and Normanton Road	Packington
R1	Church Lane / Wash Lane	Ravenstone
R5	Land at 11 Fosbrooke Close	Ravenstone
R6	Adjacent Hall Farm	Ravenstone
R7	Church Lane	Ravenstone
R9	Land at Church Lane	Ravenstone
R10	North of Leicester Road	Ravenstone
R12	Land at Heather Lane	Ravenstone
R13	Beesley's Garden Centre	Ravenstone
R14	Land to rear of 21 Creswell Drive	Ravenstone
R15	Land North of Church Lane	Ravenstone
R16	Land South of Hall Farm	Ravenstone
R17	Land at junction of Wash Lane and Coalville Lane	Ravenstone
S1	Swannington Recreation Ground	Swannington
S3	Land at St George's Hill,	Swannington
S4	Land at St George's Hill	Swannington
S5	Station Hill	Swannington
S6	Hough Hill	Swannington
S8	Clink Lane/South of Spring Lane	Swannington
S10	South of Spring Lane	Swannington
S11	Adjacent Swannington Primary School	Swannington
S12	Land South of Limby Hall Lodge	Swannington
S13	Land South of Limby Hall Lane	Swannington
S14	Land North of Spring Lane	Swannington
S15	Land off Main Street and Foan Hill	Swannington
S16	Land at 65 St George's Hill	Swannington
Sin1	Botany Bay, 100 The Moorlands	Sinope
Sp1	Land off Church Street	Sweepstone
W1	Manor Drive, Worthington	Worthington
W3	Adj. Breedon Lane, Worthington	Worthington
W5	Land off Main Street	Worthington
Wd2	Land at Hepworth Road	Woodville
Wil1	Land at Main Street	Wilson

Employment Sites

Site Reference	Site Address	Settlement/Parish
EMP02	Land at Sawley Crossroads (Remainder)	Castle Donington
EMP05 (A18)	Land at Junction 12 of the A42, Ashby	Ashby
EMP06a	Land North of Pretoria Road	Ellistown
EMP06b	Land South of Pretoria Road	Ellistown
EMP07	East Midlands Strategic Rail Freight Interchange	Lockington
EMP11	TNT Premises and Adjoining Land	Lount
EMP12	Land at Bardon Road	Coalville
EMP14	Land South of Sawley Marina	Lockington & Hemington
EMP17 (A5)	Money Hill, Ashby	Ashby
EMP18	Swains Park	Albert Village
EMP20 (Ap12)	Land off Top Street (Redhill Farm) Appleby Magna	Appleby Magna
EMP21	Motors Ltd	Coalville
EMP23	Land South of Interlink Way south	Ellistown & Battleflat
EMP24	Land at Midland Road	Ellistown & Battleflat
EMP25 (C28)	Land at Wolsey Road, Coalville	Coalville Urban Area
EMP26	South of Interlink	Ellistown & Battleflat
EMP28	Langley Priory Estate - Site 1	Isley Cum Langley
EMP29	Langley Priory Estate - Site 2	Isley Cum Langley
EMP30	Langley Priory Estate - Site 3	Isley Cum Langley
EMP31	Langley Priory Estate - Site 5	Long Whatton & Diseworth
EMP32	Langley Priory Estate - Site 6	Long Whatton & Diseworth
EMP33	Langley Priory Estate - Site 7	Long Whatton & Diseworth
EMP34	Land to West of Regs Way	Ellistown & Battleflat
EMP35	Land to East of Regs Way	Ellistown & Battleflat
EMP37	Land south of Junction 1, A50, north of Hemington	Hemington
EMP38	Former Ashby Aquatics, Nottingham Road	Ashby
EMP39	Dawsons Yard	Heather
EMP41	Land to the r/o Charnwood Arms	Ellistown & Battleflat
EMP42 (B3)	Land to East of Charnwood Arms	Bardon
EMP44	Manor Farm	Packington
EMP46	Land at Dents Road	Ashby
EMP47	Flagstaff Island	Ashby
EMP48	Former UK Coal Lounge Disposal Point	Ashby
EMP49	EM Point	Castle Donington
EMP50	Plots 4b & 4d Willow Farm Business Park	Castle Donington
EMP51	Unit 2 B Pond End	Castle Donington
EMP52	East Midlands Distribution Centre (Remainder)	Castle Donington
EMP54	Former Sawley Service Area	Hemington /Lockington
EMP56 (H8)	Heather Brickworks, Mill Lane, Heather	Heather
EMP57 (NP2)	Leicester Road/Corkscrew Lane	New Packington
EMP58 (B2)	Barralochen Farm, East Lane, Bardon	Bardon

Site Reference	Site Address	Settlement/Parish
EMP60 (Oa2)	Burton Road, Oakthorpe	Oakthorpe
EMP61	Land at Hoo Ash roundabout	Swannington
EMP62	Land at Netherfields Lane & Tamworth Road	Sawley
EMP63	Land east of Carnival Way	Castle Donington
EMP64	Land at M42 Junction 11	-
EMP66	Site of former Measham Colliery	Measham
EMP67 (AV1)	Main Street/Occupation Road	Albert Village
EMP70 (IW1)	Isley Woodhouse	Isley Walton
EMP72 (CD10)	Land North of Park Lane	Castle Donington
EMP73	Land north and south of A6	Kegworth
EMP74	Land south of Gordon Ellis	Castle Donington
EMP75	Pegasus Business Park	Long Whatton & Diseworth
EMP76	Land off Park Lane	Castle Donington
EMP77	Land South of Repton Road	Measham
EMP78	Slaughter House, Ashby Road	Sinope
EMP79	Land at Gallows Lane	Measham
EMP80	Land at Corkscrew Lane	Ashby
EMP81 (B4)	Land South of South Lane	Bardon
EMP82	Land east of A444 and west of A42	Stretton en Le Field
EMP83	Land adj (NE) of J11 A42 Tamworth Road	Appleby Magna
EMP84	Land at J.11 of A42 between A42 and Tamworth Road	Appleby Magna
EMP85	Land West of Measham, North of Tamworth Rd	Measham
EMP86	Land at Nottingham Road	Ashby
EMP87 Area 1	Land East of Ashby	Ashby
EMP87 Area 2	Land East of Ashby	Ashby
EMP87 Area 3	Land East of Ashby	Ashby
EMP88	Park Farm Buildings, Park Farm	Stretton en Le Field
EMP89	Land to the west of Hilltop Farm	Castle Donington
EMP90	Land South of EMA	Castle Donington
EMP91	Land at Wood Road	Batram
EMP92 (Ap20)	Part Dingle Farm, adjacent Junc. 11 of M42	Appleby Magna
EMP93 (CD12)	West of Hilltop	Castle Donington

APPENDIX 2 – HOUSING SITES SUBMITTED AFTER 31 MARCH 2021

Site Reference	Site Address	Settlement	Does it pass the Stage 2 Sieve?	Reason for not passing Stage 2 Sieve
A31	Land Adjacent To 194 Burton Road	Ashby	Yes	N/A
Bo2	84 Ashby Road	Boundary	No	Settlement hierarchy
C88	Land east of Grace Dieu Road, Whitwick	Coalville Urban Area	Yes	N/A
C89	Land between Swannymote Road and Oaks Road, Whitwick	Coalville Urban Area	Yes	N/A
C90	Land south of the Green/Richmond Road, Donington le Heath	Coalville Urban Area	Yes	N/A
C91	Land south of Ashburton Road	Coalville Urban Area	Yes	N/A
D14	Land east of Measham Road	Donisthorpe	Yes	N/A
D15	Land south of Ashby Road	Donisthorpe	Yes	N/A
Dw6	Land south of Clements Gate/Long Holden	Diseworth	No	Neighbourhood Plan
Ib31	Land south of Water Meadow Way	Ibstock	Yes	N/A
LW5	Land south of Hathern Road	Long Whatton	No	Neighbourhood Plan
M18	Land north of Bosworth Road	Measham	Yes	N/A
Mo16	82 Donisthorpe Lane	Moira	No	<10 dwellings
Mo17	Land west of Donisthorpe Lane	Moira	Yes	N/A
R18	Land off Ibstock Road	Ravenstone	Yes	N/A

APPENDIX 3 - STAGE 2 INITIAL SIEVE

The table below shows sites (from the 2021 [North West Leicestershire SHELAA](#) and those submitted to the Council prior to 31 March 2021) which have been filtered out at Stage 2, together with the primary reason they were sieved out.

Some of the sieved out sites listed below are included in the Sustainability Appraisal (SA). This is due to a change in circumstances between the completion of the SA and the finalisation of the site assessment process (for example, where planning permission was granted after the SA was completed).

A total of 130 housing sites have been sieved out and 20 employment sites have been sieved out.

Housing Sites

Site Reference	Site Address	Settlement	Reason for being sieved out
A3	Holywell Spring Farm	Ashby	Under construction
A14	Sports Ground, Lower Packington Road	Ashby	Being assessed as part A7
A16	Land off Prestop Drive/Ingle Drive	Ashby	Under construction
A18 (EMP05)*	Land at Junction 12 of the A42	Ashby	Being assessed as part A7
A29	Land rear of Ulleswater Crescent	Ashby	Flood risk
AC1	Land North of Measham Road	Acresford	Settlement hierarchy
AC2	Land South of Measham Road	Acresford	Settlement hierarchy
Ap12 (EMP20)*	Land off Top Street (Redhill Farm)	Appleby Magna	Remote from limits to development
Ap15	Land at Old End	Appleby Magna	<10 dwellings
Ap19	Land at Snarestone Road	Appleby Magna	Remote from limits to development
AV3	R/O 171 to 205, Occupation Road	Albert Village	< 10 dwellings
B2 (EMP58)*	Barralochen Farm, East Lane	Bardon	Settlement hierarchy
B3 (EMP42)*	Former Stardust Nightclub	Bardon	Settlement hierarchy
B4 (EMP81)*	Land South of South Lane	Bardon	Settlement hierarchy
Ba1	Land North of Battram	Battram	Settlement hierarchy
Ba2	Land at Battram Road	Battram	Settlement hierarchy

Site Reference	Site Address	Settlement	Reason for being sieved out
Bo1	Land at Heath Lane	Boundary	Settlement hierarchy
Br3	Land off Doctors Lane	Breedon on the Hill	Neighbourhood Plan
Br4	Land at Breedon Priory Nursery	Breedon on the Hill	Under construction
Br5	Land off Doctors Lane	Breedon on the Hill	Neighbourhood Plan
Br7	Berry Field and Vicarage Field	Breedon on the Hill	Neighbourhood Plan
Br8	Worthington Lane	Breedon on the Hill	Neighbourhood Plan
Br9	Land north of Southworth Road	Breedon on the Hill	Neighbourhood Plan
Br10	Land to the East of Worthington Lane	Breedon on the Hill	Neighbourhood Plan
Br11	Land West of Ashby Road	Breedon on the Hill	Neighbourhood Plan
By2	Main Street	Blackfordby	Neighbourhood Plan
By3	Butt Lane/West of Fenton Avenue	Blackfordby	Under construction
By4	Land at Butt Lane	Blackfordby	Neighbourhood Plan
By5	Land at Fenton Avenue	Blackfordby	Neighbourhood Plan
C12	Stevenson House, Ashby Road	Coalville Urban Area (Coalville)	Outline planning permission (October 2021)
C23	Bardon Grange	Coalville Urban Area (Coalville)	Under construction
C28 (EMP25)	Land at Wolsey Road	Coalville Urban Area (Coalville)	Under construction
C29	Owen Street Allotments	Coalville Urban Area (Coalville)	Detailed planning permission
C32	Land at 28 London Road	Coalville Urban Area (Coalville)	< 10 dwellings
C33	Greenhill Farm, South of Greenhill Road	Coalville Urban Area (Coalville)	Under construction
C40	Standard Hill	Coalville Urban Area (Coalville)	Outline planning permission
C43	Land South of The Green	Coalville Urban Area (Donington-le-Heath)	Under construction
C59	Land off Forest Road	Coalville Urban Area (Hugglescote)	Detailed planning permission

Site Reference	Site Address	Settlement	Reason for being sieved out
C67	Land at Waterworks Road	Coalville Urban Area (Coalville)	Resolution to grant planning permission
C71	Land off Church Lane, New Swannington	Coalville Urban Area (Whitwick)	Remote from limits to development
C84	Land south of Townsend Lane	Coalville Urban Area (Donington-le-Heath)	Part of C85 < 10 dwellings
CD4	Park Lane	Castle Donington	Under construction
CD7	Hilltop	Castle Donington	< 10 dwellings
CD8	Land at The Spittal and Campion Hill	Castle Donington	Under construction
Cn1	Nottingham Road	Peggs Green	Settlement hierarchy
Cn4	Land at 87 Loughborough Road	Peggs Green	Settlement hierarchy
Cn5	Bakewells Lane	Coleorton	Settlement hierarchy
Cn6 (EMP69*)	Land off Worthington Lane	Newbold	Settlement hierarchy
Cn8	North of 2 Top Road	Griffydam	Settlement hierarchy
Cn9	South of 2 Top Road	Griffydam	Settlement hierarchy
Cn11	Lower Moor Road	Coleorton (Lower Moor Road)	Settlement hierarchy
Cn13	Land off Loughborough Road,	Coleorton	Settlement hierarchy
Cn14	Lower Moor Road,	Coleorton	Settlement hierarchy
Cn15	Worthington Lane	Newbold	Under construction
Cn16	Land at 44 Loughborough Road	Coleorton	Settlement hierarchy
Cn17	Land to side of 55 Nottingham Road	Coleorton	Settlement hierarchy
Cn19	Land to west of Lower Moor Road	Coleorton (Lower Moor Road)	Settlement hierarchy
Cn20	Rear of 92 Loughborough Road	Coleorton	Settlement hierarchy
Cn21	Pipeyard Lane	Coleorton	Under construction
Cn22	Land at Aqueduct Road	Coleorton (Lower Moor Road)	Settlement hierarchy
Cn23	White Gables, Lower Moor Road,	Coleorton	Settlement hierarchy

Site Reference	Site Address	Settlement	Reason for being sieved out
Cn24	Land North of Loughborough Road	Peggs Green	Settlement hierarchy
Cn25	Paddocks North of Moor End Cottage, Lower Moor Road	Coleorton (Lower Moor Road)	Settlement hierarchy
Cn26	Paddock South East of Moor End Cottage, Lower Moor Road	Coleorton (Lower Moor Road)	Settlement hierarchy
Dw2	Old Hall Farm, Grimes Gate	Diseworth	Under construction
Dw3	Tea Kettle Hall	Diseworth	Neighbourhood Plan
Dw4	Lady Gate/The Green	Diseworth	Neighbourhood Plan
Dw5	Land at Grimes Gate	Diseworth	Neighbourhood Plan
E8	The Paddock near St Christophers Park	Ellistown	Detailed planning permission
E9	Land Between Donington le Heath and Ellistown	Ellistown	Not available**
H7	Land rear of 55 Mill Lane	Heather	Remote from limits to development
H8 (EMP56)	Heather Brickworks, Mill Lane	Heather	Outline planning permission
H9	Land at Heather Hall, Swebstone Road	Heather	Remote from limits to development
H10	Land South West of Heather Hall	Heather	Remote from limits to development
H11	Land North East of Heather Hall,	Heather	Remote from limits to development
Ib8	Leicester Road	Ibstock	Remote from limits to development
Ib15	Station Road (Clare Farm)	Ibstock	Development complete
Ib19	112-128 Melbourne Road	Ibstock	Detailed planning permission
Ib22	Land adjoining 8 Curzon Street	Ibstock	<10 dwellings
Ib25	Sycamores, Leicester Road	Ibstock	Remote from limits to development
Ib27	Sunnyside Garden Centre	Ibstock	Remote from limits to development
Ib28	Land off Blackberry Lane	Ibstock	Remote from limits to development
Ib29	Land off New Row	Ibstock	<10 dwellings

Site Reference	Site Address	Settlement	Reason for being sieved out
K7	Ashby Road	Kegworth	Outline planning permission
K9	Brookes Machine Tools, Derby Road	Kegworth	Detailed planning permission
K10	Slack and Parr, Long Lane	Kegworth	Under construction
K11	South of Derby Road	Kegworth	Detailed planning permission
LP1	Land at Langley Priory Estate	Langley Priory	Settlement hierarchy
LW2	The Green	Long Whatton	Neighbourhood Plan
LW3	West End	Long Whatton	Neighbourhood Plan
LW4	11 Turvey Lane	Long Whatton	Neighbourhood Plan
M4	Land at Pot Kiln Farm, New Street	Measham	Under construction
M9	Adjacent A42 / Canal Basin	Measham	Detailed planning permission
M16	South of Bosworth Road	Measham	Not available
Mo11	Land to the rear of 59-63 Ashby Road	Moira	< 10 dwellings
Mo14	Land Adjoining 100 Donisthorpe Lane	Moira	< 10 dwellings
NP1	Leicester Road	New Packington	Settlement hierarchy
NP2	Leicester Road/Corkscrew Lane	New Packington	Settlement hierarchy
NP4	Breach Farm	New Packington	Settlement hierarchy
NP5	Leicester Road and Coleorton Lane	New Packington	Settlement hierarchy
NP6	Highfields, 177 Leicester Road	New Packington	Settlement hierarchy
Oa1	Oakfield House, Burton Road	Oakthorpe	Remote from limits to development
Oa2 (EMP60)*	Burton Road	Oakthorpe	Remote from limits to development
Oa6	Former Holly Bush Inn, Main Street	Oakthorpe	Detailed planning permission
Oa8	Measham Works, Burton Road	Oakthorpe	Remote from limits to development
Oa9	49 Chapel Street	Oakthorpe	<10 dwellings

Site Reference	Site Address	Settlement	Reason for being sieved out
Oa10	Land rear of 47 Chapel Street	Oakthorpe	<10 dwellings
Oa11	Stretton View	Oakthorpe	< 10 dwellings
OV1	Spring Cottage Road	Overseal	Settlement hierarchy
P8	Land to rear of 55 Normanton Road	Packington	< 10 dwellings
R5	Land at 11 Fosbrooke Close	Ravenstone	Outline planning permission
R13	Beesley's Garden Centre	Ravenstone	Under construction
S1	Swannington Recreation Ground	Swannington	Neighbourhood Plan
S3	Land at St George's Hill	Swannington	Neighbourhood Plan
S4	Land at St George's Hill	Swannington	Neighbourhood Plan
S5	Station Hill	Swannington	Neighbourhood Plan
S6	Hough Hill	Swannington	Neighbourhood Plan
S8	Clink Lane/South of Spring Lane	Swannington	Neighbourhood Plan
S10	South of Spring Lane	Swannington	Neighbourhood Plan
S11	Adjacent Swannington Primary School	Swannington	Neighbourhood Plan
S12	Land South of Limby Hall Lodge	Swannington	Neighbourhood Plan
S13	Land South of Limby Hall Lane	Swannington	Neighbourhood Plan
S14	Land North of Spring Lane	Swannington	Neighbourhood Plan
S15	Land off Main Street and Foan Hill	Swannington	Neighbourhood Plan
S16	Land at 65 St George's Hill	Swannington	Neighbourhood Plan
Sin1	Botany Bay, 100 The Moorlands	Sinope	Settlement hierarchy
Sp1	Land off Church Street	Sweepstone	Settlement hierarchy
Wd2	Land at Hepworth Road	Woodville	Neighbourhood Plan (Blackfordby)
Wil1	Land at Main Street	Wilson	Settlement hierarchy

Employment Sites

Site Reference	Site Address	Settlement	Reason for being sieved out
EMP02	Land at Sawley Crossroads (Remainder)	Castle Donington	Part developed / Part planning permission
EMP07	East Midlands Strategic Rail Freight Interchange	Lockington	Under construction
EMP12	Land at Bardon Road	Coalville	Development complete
EMP21	Ford Garage (Motors Ltd)	Coalville	Promoted for town centre uses
EMP25	Land at Wolsey Road	Coalville	Under construction
EMP26	South of Interlink	Ellistown and Battleflat	Detailed planning permission
EMP34	Land West of Regs Way	Ellistown and Battleflat	Part full/part outline planning permission
EMP35	Land to East of Regs Way	Ellistown and Battleflat	Outline planning permission
EMP37	Land south of J1A50	Castle Donington	Outline planning permission
EMP44	Manor Farm	Packington	Detailed planning permission
EMP47	Flagstaff Island	Ashby-de-la-Zouch	Outline planning permission
EMP48	Former UK Coal Lounge Disposal Point	Ashby de la Zouch	Detailed planning permission
EMP49	EM Point	Castle Donington	Detailed planning permission
EMP51	Unit 2 B Pond End	Castle Donington	Detailed planning permission
EMP52	East Midlands Distribution Centre (Remainder)	Castle Donington	Detailed planning permission
EMP54	Former Sawley Service Area	Hemington/Lockington	Detailed planning permission
EMP56	Heather Brickworks, Mill Lane, Heather	Heather	Outline planning permission
EMP64	Land at M42 Junction 11	-	Development complete
EMP76	Land off Park Lane	Castle Donington	Detailed planning permission
EMP78	Slaughter House, Ashby Road	Sinope	Detailed planning permission

EMP85	Land west of Measham, north of Tamworth Road	Measham	Site withdrawn
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* These sites have still been assessed for employment uses

** E9 is not assessed in the 2021 SHELAA but was reported in the public domain (Local Plan Committee, 26 May, 2021) before the promoter advised that they no longer had an interest in the site.

APPENDIX 4 – SOCIAL, ENVIRONMENTAL AND ECONOMIC ASSESSMENT AND RED/AMBER/GREEN RATING

PROFORMA SCORING MATRIX

Factors	RAG Rating	Notes	Source of Local Data
Quantitative Assessment			
Proximity to local services	<p>The site is within 800m walking distance of local services</p> <p>The site is within 800-1200m walking distance of local services</p> <p>The site is more than 1200m walking distance from local services</p>	<p>Manual for Streets indicates ‘walkable neighbourhoods’ typically have a range of facilities within a 10 minute (about 800m) walk.</p> <p>The Chartered Institute of Highway and Transportation (CIHT) ‘Providing for Journeys on Foot’ indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and 1200m.¹</p> <p>We have used settlements with an identified town or local centre to ascertain proximity to local services (Coalville, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham).</p>	<ul style="list-style-type: none"> • Council mapping • Adopted Local Plan Policies Inset Maps • Distances measured using Google Earth Pro
Proximity to convenience store	<p>The site is within 800m walking distance of a convenience store</p> <p>The site is within 800-1200m walking distance of convenience store</p>	<p>Manual for Streets indicates ‘walkable neighbourhoods’ typically have a range of facilities within a 10 minute (about 800m) walk.</p> <p>The CIHT indicate acceptable and</p>	<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Settlement Study 2021 • Distances measured using Google Earth Pro

¹ Chartered Institute of Highway and Transportation, Providing for Journeys on Foot (2000)

	The site is more than 1200m walking distance from convenience store	preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and 1200m.	
Proximity to primary school (Potential housing sites only)	<p>The site is within 500m walking distance of a primary school</p> <p>The site is within 500-1000m walking distance of a primary school</p> <p>The site is more than 1000m walking distance from a primary school</p>	<p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m.</p> <p>Not assessed for employment sites.</p>	<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Settlement Study 2021 • Distances measured using Google Earth Pro
Proximity to secondary school (Potential housing sites only)	<p>The site is within 1000m walking distance of a secondary school</p> <p>The site is within 1000-2000m walking distance of a secondary school</p> <p>The site is more than 2000m walking distance from a secondary school</p>	<p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m.</p> <p>Not assessed for employment sites.</p>	<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Settlement Study 2021 • Distances measured using Google Earth Pro
Proximity to local employment	<p>The site is within 1000m walking distance of local employment</p> <p>The site is within 1000-2000m walking distance of local employment</p> <p>The site is more than 2000m walking distance from local employment</p>	<p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m</p> <p>We have identified local employment as Local Plan existing employment area (Ec3 sites).</p>	<ul style="list-style-type: none"> • Council mapping • Adopted Local Plan Policies Inset Maps • Distances measured using Google Earth Pro
Access to public transport.	The site is within 800m of a bus route with a minimum of an hourly service during peak times and which provides access to a higher tier settlement.	The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and	<ul style="list-style-type: none"> • Online bus route information • Distances measured using Google Earth Pro.

	<p>The site is within 800m of a two- hourly service during peak times or is within 1,200m of a route with a minimum of an hourly service during peak times and which provides access to a higher tier settlement.</p> <p>The site is within 1200m of a route with a service frequency during peak times of less than one service every two hours or the site is more than 1,200m away from a bus route.</p>	<p>1200m. Higher tier settlements are places such as: Coalville, Ashby, Loughborough, Leicester, Derby, Nottingham, Burton, Swadlincote</p>	
Formal Recreation	<p>The site is within 1000m walking distance of formal open space</p> <p>The site is within 1000-2000m walking distance of formal open space</p> <p>The site is more than 2000m from formal open space</p>	<p>Access to formal open space and facilities (leisure centres, playing pitches, sports clubs etc).</p> <p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and 1200m.</p> <p>As formal recreation is more likely to be accessed in a similar way to commuting, we have used the recommended commuting distances from CIHT.</p>	<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Settlement Study 2021 • Distances measured using Google Earth Pro
Informal Recreation	<p>The site is within 800m walking distance of informal open space</p> <p>The site is within 800-1200m walking distance of informal open space</p>	<p>Access to informal open space (amenity open space, play areas etc).</p> <p>Manual for Streets indicates ‘walkable neighbourhoods’ typically have a range of</p>	<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Settlement Study 2021

	<p>The site is more than 1200m from informal open space</p>	<p>facilities within a 10 minute (about 800m) walk.</p> <p>The CIHT indicate acceptable and preferred maximum walking distances of 400, 800 and 1200m.</p>	<ul style="list-style-type: none"> Distances measured using Google Earth Pro
GP Surgery	<p>The site is within 800m walking distance of a GP surgery.</p> <p>The site is within 800-1200m walking distance of a GP surgery.</p> <p>The site is more than 1200m from a GP surgery.</p>	<p>Manual for Streets indicates ‘walkable neighbourhoods’ typically have a range of facilities within a 10 minute (about 800m) walk.</p> <p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and 1200m.</p> <p>We have identified GP surgeries using the NHS Service Search.</p>	<ul style="list-style-type: none"> Council mapping North West Leicestershire Settlement Study 2021 Distances measured using Google Earth Pro
Pharmacy/Chemist	<p>The site is within 800m walking distance of a pharmacy.</p> <p>The site is within 800-1200m walking distance of a pharmacy.</p> <p>The site is more than 1200m from a pharmacy.</p>	<p>Manual for Streets indicates ‘walkable neighbourhoods’ typically have a range of facilities within a 10 minute (about 800m) walk.</p> <p>The CIHT indicate acceptable and preferred maximum walking distances for commuting and schools of 500, 1000 and 2000m and for elsewhere of 400, 800 and 1200m.</p>	<ul style="list-style-type: none"> Council mapping North West Leicestershire Settlement Study 2021 Distances measured using Google Earth Pro
Rights of Way	<p>The site does not contain any rights of way</p>	<ul style="list-style-type: none"> Public footpaths Bridleways Byways open to all traffic (BOAT) 	<ul style="list-style-type: none"> County council mapping

	The site contains rights of way but it is possible that the route can be diverted or incorporated		
Biodiversity and geodiversity	<p>The site is unlikely to affect biodiversity or geodiversity as it is over 400m from a SSSI or RIGS and over 100m from a Local Wildlife Site</p> <p>The site may have the potential to affect biodiversity or geodiversity as it is within 400m of a SSSI or RIGS or within 100m of a Local Wildlife Site, priority species or habitat.</p> <p>The site is likely to affect biodiversity or geodiversity as it contains or is adjacent to a SSSI, involves loss of a Local Wildlife Site, or contains priority species or habitat.</p>	<ul style="list-style-type: none"> Sites of Special Scientific Interest (and associated Impact Risk Zones) Regionally Important Geology Sites Local Wildlife Sites 	<ul style="list-style-type: none"> Council mapping Distances measured using Google Earth Pro
Tree Preservation Orders	<p>There are no trees subject to Tree Preservation Orders on site</p> <p>There are some trees subject to Tree Preservation Orders on site</p> <p>The whole site is covered by a Tree Preservation Order</p>		<ul style="list-style-type: none"> Council mapping
Soil resources	<p>The majority of the site is not Grade 1, 2 or 3a agricultural land</p> <p>The majority of the site is Grade 3 agricultural land</p>	The loss of 20 hectares of best and most versatile land (Grade 1, 2 or 3a) triggers the need to consult with Natural England/Defra.	<ul style="list-style-type: none"> Agricultural Land Classification Map East Midlands Region (Natural England)

	The majority of the site is Grade 1 or 2 agricultural land or significant loss of more than 20 hectares		
Previously developed land	<p>The site is previously developed land</p> <p>The site is part previously developed land and part greenfield land</p> <p>The site is greenfield land</p>		<ul style="list-style-type: none"> • SHELAA
Flood risk.	<p>The site is located in Flood Zone 1 and there are no other forms of flood risk</p> <p>Some of the site is located in Flood Zones 2 or 3 and/or there are other forms of flood risk.</p> <p>The majority of the site is located in flood zones 2 or 3 and/or other forms of flood risk</p>		<ul style="list-style-type: none"> • Council mapping • North West Leicestershire Strategic Flood Risk Assessment
Minerals Safeguarding	<p>The site is not located in a Mineral Safeguarded Site identified in the Minerals and Waste Local Plan</p> <p>The site is partly located in a Mineral Safeguarded Site identified in the Minerals and Waste Local Plan</p> <p>The site is wholly located in a Mineral Safeguarded Site identified in the Minerals and Waste Local Plan</p>	<ul style="list-style-type: none"> • Sand and Gravel • Limestone • Gypsum • Igneous • Brick Clay • Coal • Coal Development Low Risk Area • Coal Development High Risk Area 	<ul style="list-style-type: none"> • Council mapping • Leicestershire Minerals & Waste Local Plan (2019)

<p>Waste Safeguarded Sites</p>	<p>The site is not located in a Waste Safeguarded Site identified in the Minerals and Waste Local Plan</p> <p>The site is partly located in a Waste Safeguarded Site identified in the Minerals and Waste Local Plan</p> <p>The whole site is located in a Waste Safeguarded Site identified in the Minerals and Waste Local Plan</p>		<ul style="list-style-type: none"> • Council mapping • Leicestershire Minerals & Waste Local Plan (2019)
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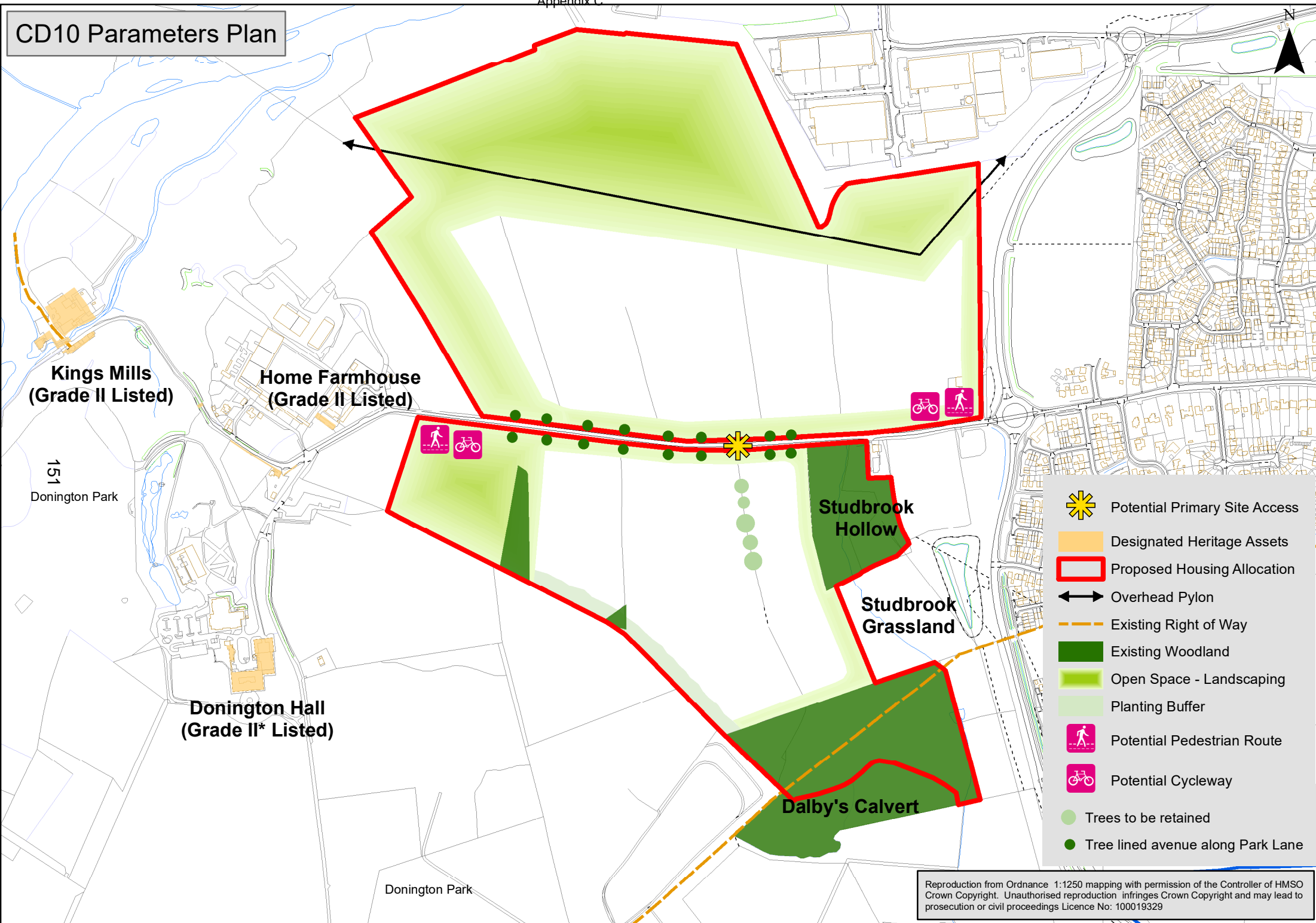
Qualitative Assessment			
Green Infrastructure	<p>Development is unlikely to negatively affect existing green infrastructure and/or the site will provide the opportunity to improve the Green Infrastructure network</p> <p>It is uncertain whether development will impact upon existing green infrastructure or the site will provide the opportunity to improve the Green Infrastructure network</p> <p>Development is likely to negatively affect the green infrastructure network and will not provide the opportunity to improve the Green Infrastructure network</p>	<ul style="list-style-type: none"> • Potential to improve the Green Infrastructure network • Includes loss of open spaces 	<ul style="list-style-type: none"> • Leicester & Leicestershire Landscape & GI Study
Townscape and landscape	<p>The site has limited impact on townscape or landscape character</p> <p>The site may have an impact on sensitive landscape or townscape characteristics but it is possible that it can be mitigated to an acceptable level</p> <p>The site may have an impact on sensitive landscape or townscape characteristics but it is possible that it cannot be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Settlement character • Landscape character • Potential visual impact 	<ul style="list-style-type: none"> • Officer Onsite Assessment
Historic and cultural assets	<p>The site is unlikely to affect a heritage asset</p> <p>The site may have the potential to affect a heritage asset but it is possible that it can be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Scheduled Monuments • Archaeology sites • Listed Buildings • Conservation Areas • Settings 	<ul style="list-style-type: none"> • Council mapping • Conservation Area Appraisals • Officer Assessment

	<p>The site is likely to affect a heritage asset but it is possible that it cannot be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Non designated assets 	
Land and water contamination	<p>The site is unlikely to be affected by land contamination or landfill. The site is unlikely to cause groundwater pollution</p> <p>The site is or may be affected by land contamination or landfill. The site will or may cause groundwater pollution. It is possible that it can be mitigated to an acceptable level</p> <p>The site is or may be affected by land contamination or landfill. The site will or may cause groundwater pollution. It is possible that it cannot be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Potential for land contamination and ground water pollution • Proximity to landfill sites (existing and historic) 	<ul style="list-style-type: none"> • Council mapping • Officer Assessment
Environmental quality.	<p>The site is not close to sources of pollution or other environmental quality issues</p> <p>The site is close to sources of pollution or other environmental quality issues but it is possible that it can be mitigated to an acceptable level</p> <p>The site is close to sources of pollution or other environmental quality issues but it is possible that it cannot be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Air quality and dust • Noise and vibration • Light pollution • Busy/congested roads • Electricity pylons • Hazards 	<ul style="list-style-type: none"> • Air Quality Management Areas • Local information and officer assessment

Ecology	<p>There are no identified ecology issues that would be likely to affect the development at this stage</p> <p>There are ecological issues that require further investigation such as a Phase 1 Survey</p> <p>There are ecological issues that potentially cannot be overcome through mitigation</p>	<ul style="list-style-type: none"> • Onsite Biodiversity Action Plan (BAP) habitats • Potential for species on site or in close proximity 	<ul style="list-style-type: none"> • SHELAA • Additional information from Leicestershire County Council ecologist
Efficient and sustainable transport infrastructure.	<p>The site has access to the road network and will not materially impact on the road network</p> <p>The site has access to the road network but it is possible that impacts on the road network can be mitigated to an acceptable level</p> <p>The site does not have access to the road network and/or impacts on the road network cannot be mitigated to an acceptable level</p>	<ul style="list-style-type: none"> • Access to road network • Impact on road network 	<ul style="list-style-type: none"> • SHELAA • Additional information from local highway authority (Leicestershire County Council)

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CD10 Parameters Plan



Kings Mills
(Grade II Listed)








Home Farmhouse
(Grade II Listed)

Donington Hall
(Grade II* Listed)

Studbrook Hollow

Studbrook Grassland

Dalby's Calvert

-  Potential Primary Site Access
-  Designated Heritage Assets
-  Proposed Housing Allocation
-  Overhead Pylon
-  Existing Right of Way
-  Existing Woodland
-  Open Space - Landscaping
-  Planting Buffer
-  Potential Pedestrian Route
-  Potential Cycleway
-  Trees to be retained
-  Tree lined avenue along Park Lane

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Title of Report	SELF-BUILD AND CUSTOM HOUSEBUILDING – DRAFT POLICY FOR CONSULTATION	
Presented by	Joanne Althorpe Principal Planning Policy Officer	
Background Papers	Local Plan Committee 15 November 2023 – Draft Local Plan - Policies Local Plan Committee 16 March 2023 – Response to Consultation Development Strategy and Policy Options Consultation (January 2022)	Public Report: Yes Key Decision: Yes
Financial Implications	The cost of the Local Plan Review is met through existing budgets.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016 and the Levelling Up and Regeneration Act 2023) requires the District Council to keep and have regard to a self-build and custom housebuilding register and to grant suitable development permission to meet the demand for plots in North West Leicestershire.	
	The Council requires a robust self-build and custom housebuilding policy against which to determine planning applications.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	There are no staffing implications associated with the specific content of this report. Links with the Council’s Priorities are set out at the end of this report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	Following deferral of the issue at the 15 November 2023 Local Plan Committee, to reconsider the draft self-build and custom housebuilding policy for the purposes of public consultation.	
Recommendations	THAT THE LOCAL PLAN COMMITTEE AGREES THE DRAFT SELF-BUILD AND CUSTOM HOUSEBUILDING POLICY (SET OUT AT APPENDIX C) FOR THE PURPOSES OF CONSULTATION.	

1. BACKGROUND

The Council’s legal duties

- 1.1 The Council’s duties under the Self-Build and Custom Housebuilding Act 2015 (‘the Self-Build Act’) are to:

- keep and have regard to a self-build and custom housebuilding register; and
 - grant suitable development permission to meet the demand for plots in North West Leicestershire ('the duty to grant planning permission')
- 1.2 The adopted Local Plan does not have a policy on self-build and custom housebuilding and, as at 30 October 2023 (the end of the current base period), the Council has not granted enough suitable planning permissions to meet demand from the register (there is a shortfall of 21 plots).
- 1.3 Planning applications for self-build and custom housebuilding in North West Leicestershire are currently being determined using the tilted balance described at paragraph 11(d) of the National Planning Policy Framework (2023). The shortfall of plots against a factor which weighs in favour of self-build and custom housebuilding applications.

The new Local Plan

- 1.4 The new Local Plan provides an opportunity for the Council to plan for future demand of self-build and custom housebuilding, whilst setting clear parameters about the locations in which this type of housing will be deemed acceptable.
- 1.5 The Council consulted on a proposed self-build policy as part of the Development Strategy and Policy Options between January and March 2022. This policy is produced in full at **Appendix A**.
- 1.6 The consultation responses were reported to the [16 March 2023 Local Plan Committee](#) where officers proposed to continue with the policy as it was worded at that time.
- 1.7 After the 16 March Local Plan Committee, officers received feedback from the [Right to Build Task Force](#) on self-build and custom housebuilding matters. In response to this feedback (described in more detail in Section 3 of this report), officers decided to update the proposed Local Plan policy and it was subsequently presented to the [15 November 2023 Local Plan Committee](#). The committee report is at **Appendix B** and the proposed policy and supporting text is at **Appendix C**.

2. REASON FOR THIS REPORT

- 2.1 A decision on the self-build and custom housebuilding policy was deferred at the 15 November 2023 Local Plan Committee to enable it to be reconsidered at the next meeting.
- 2.2 The minutes for the 15 November meeting describe the reasons for the deferral:

“A Member was acutely concerned with the plan to allow self-builds outside of limits to development in certain circumstances. He noted that it was contrary to an initial policy agreed by the Local Plan Committee for consultation in March 2023.”

“A Member circulated a suggested amendment to the recommendations in relation to self and custom builds. Following a debate, and advice from the Legal Advisor, Members felt a deferral of that element be more appropriate to allow further time to consider whether a change to the policy would be appropriate.”

- 2.3 Hereafter, this report refers to the 'March 2023 policy' (**Appendix A**) and the 'November 2023 policy' (**Appendix B and C**). For the avoidance of doubt, the proposed member amendment would result in the following changes to the November 2023 policy:

Draft Policy H7 – Self-build and Custom Housebuilding

(1) The Council will support proposals for self-build and custom housebuild homes where the site is located within the Limits to Development, as defined on the Policies Map, for the

~~Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages~~ **which meet the definition of self-build and custom housebuilding in any location considered to be suitable for housing in accordance with the policies of this local plan, including allocated sites, committed sites and windfall sites.**

(2) On general market housing sites of 30 or more:

(a) The Council will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.

(b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.

~~(3) The Council will only support proposals for self-build and custom house build homes in the countryside, where:~~

~~(a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register; and~~

~~(b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and~~

~~(c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and~~

~~(d) The site is within a reasonable walking distance to a good bus service route; and~~

~~(e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.~~

~~(4)~~ **(3)** All planning permissions for a self-build and custom house build plot will be subject to a legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).

3. JUSTIFICATION FOR THE NOVEMBER 2023 POLICY

3.1 The proposed self-build and custom housebuilding policy had evolved since the March 2023 policy as a result of feedback from the [Right to Build Task Force](#). The Task Force is a body which was established to support local authorities, community groups and other organisations as they work to increase the delivery of custom and self-build projects. This is an aim consistent with government policy and the Task Force is now part-funded by the Department for Levelling Up Housing and Communities.

3.2 The Task Force provided us with the following comments on the March 2023 policy (**our emphasis**):

*"Whilst this provides an encouraging reference to seeking the provision of [self-build and custom housebuilding] land on sites of 50 dwellings or more, **it lacks a clear policy mechanism that will secure delivery. Establishing a clear and unambiguous policy requirement will significantly help boost [self-build and custom housebuilding]**"*

delivery in the area. This could take the form of a percentage policy requirement or a specific identified requirement on allocated sites, tailored to the demand profile of the area.”

- 3.3 In response to this feedback, officers have undertaken work which forecasts a demand for 24 self-build and custom housebuilding plots per year, based upon the number of applicants to the register from 1 April 2020 to 30 October 2023. This forecasted demand has been applied as a percentage of the overall proposed housing allocations and is in the region of 5% (albeit that the proposed housing allocations have not been finalised at the time of writing). This evidence will form part of a topic paper to accompany the Local Plan consultation.
- 3.4 The Task Force also advocates for self-build and custom housebuilding support to be enshrined in various aspects of planning policy, including:
- *“Strategic policy ([self-build and custom housebuilding as part of housing mix as well as broader support for [self-build and custom housebuilding having regard to spatial strategy/settlement hierarchies)*
 - *Site specific (allocations, percentage policy requirements, small sites requirements)*
 - *Development management (windfall sites, exception sites, design standards etc).”*
- 3.5 In line with these recommendations, the November 2023 policy:
- Supports self-build and custom housebuilding within the limits to development.
 - Requires sites of 30 dwellings or more to provide 5% self-build and custom housebuilding plots.
 - Sets out a criteria where self-build and custom housebuilding would be appropriate in the countryside, including where there was a demand (i.e. where we are unable to meet the demand from our register for the base period during which the application is determined) and criteria designed to ensure the location was sustainable.
- 3.6 Members raised concerns with the criteria at part (3) of the November 2023 policy as it would enable development of self-build and custom housebuilding in the countryside (albeit only in those circumstances detailed in the criteria). The proposed member amendments would result in the deletion of part (3) and amend part (1) so it reinstates some of the deleted text from the March 2023 policy

4. OFFICER RESPONSE TO PROPOSED MEMBER AMENDMENTS

Proposed changes to part (1)

~~(1) The Council will support proposals for self-build and custom housebuild homes where the site is located within the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages~~
which meet the definition of self-build and custom housebuilding in any location considered to be suitable for housing in accordance with the policies of this local plan, including allocated sites, committed sites and windfall sites.

- 4.1 The overall strategy with the November 2023 policy was as follows:
- Support self-build and custom housebuilding within the Limits to Development of those settlements in the top four tiers of the settlement hierarchy.
 - Require new self-build and custom housebuilding plots as part of sites of 30 or more dwellings. This will apply to the majority of our proposed housing allocations.
 - Allow self-build and custom housebuilding in the countryside only in certain circumstances, including where there is evidence of demand and where the sites are adjacent to the Limits to Development of the settlements in the top four tiers of the settlement hierarchy.

- 4.2 Compared to the March 2023 policy, this approach is clearer about where and when self-build and custom housebuilding will be acceptable. The wording of the March 2023 policy provides general support but on reflection a more specific policy is considered more effective in securing the delivery of self-build and custom housebuilding homes and helping the Council meet its duties under the Self Build Act.
- 4.3 Part 1) forms part of an overall strategy for self-build and custom housebuilding. Other locations in the Local Plan where residential development is considered acceptable either does not require planning permission (permitted development) or is subject to other policy criteria. For example, local needs housing, agricultural workers' dwellings or replacement dwellings (all in the countryside) are covered by draft policies S3 and S5. The reference to allocations, commitments and windfall sites is no longer considered necessary.

The deletion of part (3)

- 4.4 As confirmed above, the criteria in part (3) is part of an overall positive strategy for securing self-build and custom housebuilding and enabling the Council to meet its duties under the Self-Build Act.
- 4.5 The purpose of part (3) was to provide detailed criteria to guide the determination of planning applications for windfall sites. It was intended to provide some flexibility and more certainty for decision makers in circumstances where the Council has not met its demand for self-build and custom housebuilding plots.
- 4.6 Such flexibility is considered necessary because the timings for planning permissions at the Local Plan allocation sites are currently unknown, as are the likely take-up rates for self-build and custom housebuilding plots as part of larger housing developments. On the issue of take-up rates, there is a risk that self-build and custom housebuilding plots on larger sites could revert to market housing. The following evidence is material:
- Of the 37 permissions granted so far in the District for self-build and custom housebuilding, 30 are at a single site (Hepworth Road, Woodville). There is question over the deliverability of the site given the low levels of interest when we contacted all individuals on the register and the fact that the site promoter has now submitted an application for a mix of affordable and market housing (which is pending determination).
 - Of the 126 individuals on the Council's register (at 30 October 2023), 35 (28%) own a plot they would like to develop and 15 (12%) have identified a plot but do not currently own it. The remaining 76 (60%) need to find a plot. This indicates that between 35 and 50 applicants on the register (28-40%) are not likely to be interested in a plot on a larger housing site. Whilst it is not necessary to directly match permissions to individuals on the Council's register, a criteria-based policy provides some flexibility and would enable individuals to build their own house on a plot subject to it meeting the identified criteria.

5. OFFICER RECOMMENDATIONS FOR POLICY H7

- 5.1 The changes made to the November 2023 policy have been made in response to feedback from the Right to Build Taskforce, who have experience working with local planning authorities on their approach to self-build and custom housebuilding.
- 5.2 Officers are seeking agreement to *consult* on Policy H7. As with all other aspects of the plan, members have the opportunity to submit their formal comments either individually or by political party.
- 5.3 Officers feel it would be beneficial to get a wide range of views on Policy H7, including the criteria drafted at part (3). Even if part (3) was removed from the consultation, the criteria has been reported in the public domain and it is possible that some individuals will choose to comment on the criteria and the appropriateness of removing it prior to formal

consultation. Likewise, people could also choose to comment on the member amendments set out at paragraph 2.3 of this report, or the changes made since the previous consultation in 2022.

- 5.4 For these reasons, officers recommend that the version of the policy which is consulted on is that which was reported to Local Plan Committee on 15 November 2023 and which is contained at **Appendix C** of this report.

Policies and other considerations, as appropriate	
Council Priorities:	Local people live in high quality, affordable homes
Policy Considerations:	<p>The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016 and the Levelling Up and Regeneration Act 2023) requires the District Council to keep and have regard to a self-build and custom housebuilding register and to grant suitable development permission to meet the demand for plots in North West Leicestershire.</p> <p>The National Planning Policy Framework requires councils to plan for the housing needed for different groups in the community, including those who wish to build their own homes.</p>
Safeguarding:	No issues identified.
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified.
Economic and Social Impact:	The self-build policy will contribute to the social objective of the planning system by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations.
Environment, Climate Change and Zero Carbon	The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community Engagement:	The policy will be subject to formal Regulation 18 public consultation. The consultation arrangements will be governed by requirements in the Statement of Community Involvement.
Risks:	<p>A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed.</p> <p>If the Council does not have a robust self-build and custom housebuilding policy or does not make sufficient provision to meet demand, then the Local Plan is at risk of being unsound and applications may be determined at appeal.</p>
Officer Contact	<p>Joanne Althorpe Principal Planning Policy Officer Joanne.althorpe@nwleicestershire.gov.uk</p>

APPENDIX A

Development Strategy and Policy Options

Policy XX - Self-build and custom housebuilding

Proposals which meet the definition of self-build and custom housebuilding will be supported in any location considered to be suitable for housing, in accordance with the policies of this Local Plan, including allocated sites, committed sites and windfall sites. Where there is clear evidence of demand in the district, as evidenced through the self-build and custom housebuilding register or other evidence submitted as part of any planning application, and where servicing and site arrangements can be made suitable and attractive for such homes, the Council will seek the provision of land for self-build and custom housebuilding plots on housing sites capable of providing 50 or more dwellings, as part of an appropriate mix of dwellings.

Where self-build and custom housebuilding plots are included as part of a larger scheme which also includes plots or dwellings available on the open market, and where the self-build and custom housebuilding plots have been made available and marketed appropriately for a period of at least 12 months but have not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.

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APPENDIX B

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – 15 NOVEMBER 2023



Title of Report	DRAFT LOCAL PLAN – POLICIES	
Presented by	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk	
Background Papers	Local Plan Committee – 16 March 2023 – Response to consultation	Public Report: Yes
	Local Plan Committee – 8 December 2022 – Gypsy and Traveller Accommodation Assessment	
Financial Implications	The cost of the Local Plan Review is met through existing budgets.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The Local Plan must be based on robust and up to date evidence.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report. Links with the Council’s Priorities are set out at the end of the report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To set out for members the policies it is proposed by included in the new local plan, with a view to these being consulted upon.	
Recommendations	THAT THE LOCAL PLAN COMMITTEE: <ul style="list-style-type: none"> (i) AGREES THE DRAFT POLICY IN RESPECT OF SELF AND CUSTOM BUILD AS SET OUT AT APPENDIX A FOR THE PURPOSES OF CONSULTATION; (ii) NOTES THE INTENTION TO ASSESS IN MORE DETAIL THE POTENTIAL FOR USING NEGOTIATED STOPPING TO ADDRESS THE TEMPORARY ACCOMMODATION NEEDS OF GYPSIES AND TRAVELLERS 	

1.0 BACKGROUND

- 1.1 The meeting of this committee of 18 October 2023 considered a report in respect of the draft policies which it was proposed be consulted upon. The report noted that there were a small number of policies that remained to be addressed. These related to:
- Policy H2 – Housing Commitments
 - Policy H3 – Housing Allocations

- Policy H7 – Self and Custom Build
- Policy Ec2 – Employment commitments
- Policy Ec3 – New Employment allocations
- Policy En5 – Areas of Separation

1.2 The purpose of this report is to address these gaps. They are addressed in the order in which they appear in the plan.

1.3 In addition, the report also provides an update in respect of the provision of sites for gypsies and travellers.

2.0 HOUSING MATTERS

Policy H2 – Housing Commitments and Policy H3 – Housing Allocations

2.1 These are addressed as part of the proposed housing and employment allocations report considered elsewhere on agenda for this meeting.

Policy H7 – Self and Custom Build

2.2 Self-build and custom housebuilding is a key element of the government's agenda to increase the supply of housing, both market and affordable. Its purpose is also to give more people the opportunity to build their own homes.

2.3 The adopted Local Plan does not include a policy on self and custom build. This issue has been the subject of previous consultation and was considered at the 16 March 2023 meeting of this committee. Since then, officers have been in discussion with a representative of the government's Right to Build Task Force regarding how the Council deals with Self and Custom Build issues.

2.4 The Council is under a duty to increase the availability of land for self and custom building and to grant planning permissions for enough suitable plots to meet demand in their area. The level of demand is established by the number of entries added to the Council's register which it is required to maintain. The numbers on the register have been increasing steadily and currently stands at 126.

2.5 The approach agreed at the meeting of this Committee on 16 March 2023 was to require that as part of general market developments of 50 or more dwellings, that some plots be reserved for self and custom build (although the proportion was not specified).

2.6 Nationally, there are a number of examples where Planning Inspectors are referring to the register as justification for granting planning permissions at appeal. It is also an issue that is being debated at Examinations into Local Plans. Put simply, the Council needs to be able to demonstrate that it has an appropriate policy in place to ensure that opportunities are provided for those seeking to undertake a self and custom build.

2.7 The proposed policy attached at Appendix A aims to strike a balance between supporting self and custom build whilst not undermining other aspects of the local plan. The proposed approach essentially has two strands to it:

- A requirement that 5% of plots on sites of 30 or more dwellings be made available for self and custom build. These will be secured via legal agreements but will also allow for the plots to be general market housing if not taken up within a reasonable period of time.
- Allowing self and custom build plots on site adjoining the Limits to Development where there is a demonstrable need and satisfying other criteria.

- 2.8 The latter point does represent a departure from existing policy, but officers are of the view that it is necessary in order to ensure that the Council has an ability to address its legal obligations.
- 2.9 It should be noted that this has consequential impact upon the draft countryside policy (policy S4) agreed by this committee on 18 October 2023. It will be necessary to include an additional exception to the countryside policy. This is allowed for in the recommendation above.

Policy H9 – provision for Gypsies and Travellers and Travelling Showpeople

- 2.10 A report was considered at the 8 December 2022 meeting of this Committee which outlined the findings from the latest Gypsy and Traveller Accommodation Assessment (GTAA). In summary, this identified:
- A need for 39 gypsy and traveller pitches between 2022 and 2040 (up to 41 pitches allowing for undetermined households who may meet the definition of gypsy and traveller)
 - A need for 25 travelling showpeople plots between 2022 and 2040 (up to 26 plots for undetermined households who may meet the definition of gypsy and traveller).
- 2.11 As noted in the supporting text to the draft policy agreed on 18 October 2023, the need for gypsy and traveller pitches has now reduced by 12 pitches following a recent appeal decision at Whitegate Stables, Coleorton Lane, Packington.
- 2.12 In terms of the need for transit provision, the GTAA reconfirmed previous findings that there was a need for 36 transit pitches across Leicestershire. The report did not identify which local authority area it should be within, although it did refer to the greatest need being “in the north west of Leicestershire”. However, the duty to provide transit sites is Leicestershire wide.
- 2.13 Providing a transit site somewhere in the district could bring potential benefits as the Council would be able to direct any gypsies or travellers who set up an unauthorised site to the transit site. However, this needs to be balanced against the likely financial implications for the Council, both in terms of set up costs (e.g. providing water, electricity, an area of hardstanding) and ongoing costs (which could include staffing related costs). This at a time of significant public sector financial constraints.
- 2.14 A charge can be levelled against those using a transit site which would help towards ongoing maintenance costs to some degree. A transit site by its nature would only provide a temporary stopping place and it is likely that for large periods of time it would be unused. Therefore, there is no guarantee that any income would offset the ongoing costs.
- 2.15 An alternative approach is to use what is referred to as ‘negotiated stopping’. This involves Local Authority officers making an agreement with Gypsies and Travellers on unauthorised encampments. The agreement allows the travellers to stay either on the land they are camped on or move to a site which is more suitable for all parties. The approach has been pioneered by Leeds City Council, but it is understood that it is also used by other authorities.
- 2.16 Officers have spent a considerable amount of time reviewing land that is in the Council’s ownership to ascertain what land might be suitable for a potential transit site. This work is ongoing. In addition, officers are doing further research on the negotiated stopping approach before coming to a decision as to how the Council should proceed.

3.0 ECONOMIC MATTERS

Policy Ec2 – Employment Commitments and Policy Ec3 – New employment allocations

- 3.1 These are addressed as part of the proposed housing and employment allocations report considered elsewhere on agenda for this meeting.

4.0 ENVIRONMENT

Policy En5 – Areas of Separation

- 4.1 This policy deals with the maintaining of separation between Coalville and Whitwick. This matter was not considered as part of the draft policies report at this meeting on 18 October 2023, as a number of potential housing sites are located within the current Area of Separation.
- 4.2 Section 4 (paragraphs 4.15 to 4.24) of the Housing and Employment allocations report considered elsewhere on this agenda addresses the issue of potential housing provision within the Area of Separation. It is not proposed to allocate any housing sites in the Area of Separation so there is no change to the boundaries of the Area of Separation.

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Support for businesses and helping people into local jobs - Local people live in high quality, affordable homes - Developing a clean and green district - Our communities are safe, healthy and connected
Policy Considerations:	The National Planning Policy Framework requires that plans meet the development needs of their area.
Safeguarding:	None discernible
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified
Economic and Social Impact:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment and Climate Change:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community Engagement:	A number of the policies have been the subject of previous consultation. Where this is the case it is highlighted in the report. All the proposed policies will be subject to consultation. The consultation arrangements will be governed by requirements in the Statement of Community Involvement
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to

	minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk

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APPENDIX C

Policy H7 – Self-build and Custom Housebuilding

What has happened so far? We consulted on a potential self-build and custom housebuilding policy as part of the [Development Strategy and Policy Options Consultation](#) (January to March 2022). We reported on the consultation responses at our [Local Plan Committee on 16 March 2023](#).

Is this subject covered in the adopted Local Plan? No. This is a new policy.

Which Local Plan objective(s) does this help to address? Objective 2- Ensuring the delivery of new homes.

- 1.1. The National Planning Policy Framework (2023) aim is to significantly boost the supply of homes. It requires that the needs of groups with specific housing requirements are addressed, including amongst others, those who wish to self-build.
- 1.2. The Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) ('the Act') provides a legal definition of a self-build and custom housebuilding¹. This term is used where individuals or groups are involved in creating their own home, although the amount of personal involvement will vary. For example, self-build projects are defined as those where someone directly organises the design and construction of their own home. Custom build homes are where an individual or group works with a developer to deliver customised or bespoke homes.
- 1.3. The Act requires local authorities to keep and have a self-build and custom housebuilding register ("the register") which is a record of individuals and association of individuals seeking serviced plots of land in the area to self-build or custom build their own homes. A further duty requires councils to grant suitable permission for enough suitable plots of land to meet the demand in the area. The level of demand is established by the number of entries on the register although there is no requirement to match permissioned land to those on the register.
- 1.4. The Planning Practice Guidance (PPG) on '[Self-build and custom housebuilding](#)' identifies the need to take into account the register when preparing planning policies and the number on the register is also likely to be a material consideration when determining planning applications for self-build and custom housebuilding. Local authorities are to engage with developers and landowners and encourage them to consider self-build and custom housebuilding plots.

Self-build and custom housebuilding in North West Leicestershire

¹ The building or completion by individuals, associations of individuals, or persons working with or for individuals or associations of individuals, of houses to be occupied as homes by those individuals.

- 1.5. The Council's register has been growing steadily since its launch in April 2016, with 129 people having registered their interest in self-build and custom housebuild homes. The last few years have seen a noticeable increase in the number of individuals requesting they be added to the register. The Act requires the register to be split into base periods and this is used to calculate future demand. The level of demand in the District and the corresponding date this demand needs to be met by (granting of suitable permissions) is detailed in the table below.

Table 1: North West Leicestershire Register (April 2016 – 30 October 2023)

Base Period	Number of new registrations	Date the demand is to be met
April 2016 – 30 October 2016 (7 months)	6	October 2019
31 October 2016 – 30 October 2017	10	October 2020
31 October 2017 – 30 October 2018	8	October 2021
31 October 2018 – 30 October 2019	14	October 2022
31 October 2019 – 30 October 2020	20	October 2023
31 October 2020 – 30 October 2021	14	October 2024
31 October 2021 – 30 October 2022	20	October 2025
31 October 2022 – 30 October 2023	37	October 2026

Proposed policy approach

- 1.6. Previous consultation on self-build and custom housebuild policy suggested a requirement for some plots to be reserved for self-build and custom housebuild plots on general market developments of 50 or more dwellings. However, concerns have been raised over the use of this figure and whether it is suitably justified.
- 1.7. We have since been in discussions with the government's Right to Build Task Force to identify how we can increase the supply of plots for self and custom build. There are also now an increasing number of examples where Planning Inspectors are referring to the register as justification for granting planning permission at appeal.
- 1.8. In light of the above, we have updated our evidence base to consider in more detail the level of demand in the district and also to identify the future likely requirements over the plan period. This detail is provided in the Self-build and Custom Housebuilding Topic Paper and justifies the proposed policy approach, including the percentage requirement and the thresholds to be applied.
- 1.9. The proposed policy seeks to address the shortage of plots whilst not undermining other aspects of the Local Plan. The Council will support the delivery of serviced plots in our most sustainable locations on sites suitable for residential development within the defined Limits to Development. A serviced plot is required to have, or have been

provided, within a specified period, access to a public highway and connection to electricity, water and wastewater, and gas where there is a gas network present in the area and a connection is viable.

- 1.10. The policy also requires the provision of self-build and custom housebuilding plots on general market housing sites, and based on our evidence, sites of 30 dwellings or more will be expected to deliver 5% of the planned dwellings as serviced plots for self and custom builders. This requirement will also apply to allocated sites, in the Local Plan, of 30 or more dwellings. The NPPF recognises the contribution that small and medium sites can make to housing delivery and a threshold of 30 dwellings is proposed to avoid burden being placed on small and medium sites and not to undermine their delivery.
- 1.11. On these development sites, developers will be required to enter into a legal agreement that will cover issues addressing the timescale and phasing of serviced plots, as well identifying the marketing of the plots to be undertaken. The Council will expect marketing to be proactive and will provide support to facilitate this approach, particularly with respect to plots being offered to those on the Council's Self-build register. Where there is insufficient interest in the purchase of an allocated service plot, rather than the plot remaining vacant indefinitely, it is preferable for a plot to be made available on the open market. Therefore, the policy provides the flexibility to facilitate the open market development of serviced plots that remain unsold for a specific period of time.
- 1.12. There may however be circumstances when self-build and custom housebuilding will be supported in the countryside, where there is evidence of demand and subject to other planning considerations. Demand is primarily established by the number of entries on the Council's register, although, when necessary, this can be supported by additional data from secondary sources. A reasonable walking or cycling distance to a range of local services and facilities is also necessary. Regard will be had to the distance to each facility, in line with the Chartered Institute of Highways and Transportation (CIHT) acceptable and preferred maximum walking distance for the type of service or facility. Consideration will also be given to the nature and convenience of the route such as safety, the provision of a footpath and street lighting and terrain. This approach represents a departure from existing policy however we are of the view that it is necessary to ensure that we meet our legal obligations with respect to self-build and custom housebuilding.
- 1.13. To ensure any planning permission for self-build and custom house build plot is used for the purpose it is intended, we will secure the initial occupancy of the new home through a legal agreement with a requirement for the first occupant of the self-build or custom house build home to meet the legal definition of this type of dwelling. It will also seek to ensure that the property cannot be sold to anyone other than the owner or their family, for a limited period (usually three years), to reflect the fact that people's personal circumstances change over time.

Draft Policy H7 – Self-build and Custom Housebuilding

1) The Council will support proposals for self-build and custom housebuild homes where the site is located within the Limits to Development, as defined on the

Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages.

2) On general market housing sites of 30 or more:

(a) We will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.

(b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.

3) The Council will only support proposals for self-build and custom house build homes in the countryside, where:

(a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register; and

(b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and

(c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and

(d) The site is within a reasonable walking distance to a good bus service route; and

(e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.

4) All planning permissions for a self-build and custom house build plot will be subject to a legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).