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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6.00 pm on Wednesday, 21 May 2025
Location	Forest 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 11 March 2025	3 - 8
5	EAST MIDLANDS AIRPORT – SUSTAINABLE DEVELOPMENT PLAN CONSULTATION	
	The report of the Planning Policy and Land Charges Team Manager	9 - 38
6	GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE	
	The report of the Head of Planning and Infrastructure	39 - 42

Circulation:

Councillor J G Simmons (Chair)
Councillor P Lees (Deputy Chair)
Councillor M Ball
Councillor D Bigby
Councillor S Lambeth
Councillor J Legrys
Councillor R L Morris
Councillor P Moulton
Councillor C A Sewell
Councillor L Windram
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 TUESDAY, 11 MARCH 2025

Present: Councillor J G Simmons (Chair)

Councillors P Lees, M Ball, D Bigby, S Lambeth, J Legrys, R L Morris, P Moulton, C A Sewell, L Windram and M B Wyatt

In Attendance: Councillors

Officers: Mr I Nelson, Mr C Elston, Ms B Leonard and Mrs R Wallace

36 APOLOGIES FOR ABSENCE

There were no apologies received.

37 DECLARATION OF INTERESTS

In accordance with the Code of Conduct, Members declared the following interests:

Councillors C Sewell, P Moulton, P Lees, M Wyatt, M Ball, R Morris and J Simmons were lobbied on item 5 and attended the meeting with an open mind. Councillor D Bigby was lobbied on items 5 and 6 and attended the meeting with an open mind.

Councillor M Ball declared a disclosable pecuniary interest in item 6 and received legal advice to leave the room during the discussion and vote for recommendation 13.

38 PUBLIC QUESTION AND ANSWER SESSION

There was one question, which was addressed by the Chair of the Committee. The Committee was referred to the question and response in the additional papers. A supplementary question was not asked.

Question from Mrs Ruth Oakley

“Firstly, I want to say I am not against housing development in Measham; however it does have to be in the *right* place and I believe that the proposed development off Leicester Road is *not* a feasible location.

In general terms it should be noted the high incidence of mining in this area, with many exhausted mineshafts making much of the land unstable, and I know that lenders do not like to lend on properties in close proximity to old mine shafts, which could lead to difficulty selling the properties.

More specifically, the increase in traffic on Leicester Road would cause even more congestion issues due to parked cars that already reduce the flow to a single lane along Leicester Road. This could also cause more of the parked cars to get damaged. I personally know of two cars that were parked on this road getting hit in the last 6 months. With these existing issues, how can we justify developing in this area, making worse an already difficult situation?”

Response from the Chair of the Local Plan Committee

"The proposed housing allocation is identified in the adopted Local Plan as a reserve housing site in the event that the site at west of High Street Measham (Measham Waterside) cannot be developed due to the impact of the route of HS2. Therefore, the Council has already accepted the principle of development.

The site is also the subject of an outstanding outline planning application for up to 300 dwellings (18/00498/OUTM). In response to consultation on the application the Coal Authority have advised that whilst the coal mining legacy poses a risk to the proposed development there is "*no objection to the proposed development subject to the imposition of a condition or conditions*" to secure amongst other matter a scheme of intrusive investigations.

Draft policy En6 of the Local Plan requires that in Coal Authority Development High Risk Areas that applications be accompanied by detailed site investigations and provide appropriate mitigation, which addresses the concerns above.

In terms of highway matters, the County Council as the Highway Authority have advised that "*the residual cumulative impacts of development can be mitigated and are not considered severe in accordance with the National Planning Policy Framework 2018 (NPPF), subject to the Conditions and Contributions*".

On the basis of these responses officers consider that there is no reason as to why the site at Ashby Road/Leicester Road Measham should not be allocated for development."

39 MINUTES

Consideration was given to the minutes of the meeting held on 29 January 2025.

It was moved by Councillor J Legrys, seconded by Councillor M Ball and

RESOLVED THAT:

The minutes of the meeting held on 29 January 2025 be approved and signed by the Chairman as a correct record.

40 TO CONSIDER THE MOTION REFERRED BY COUNCIL ON 20 FEBRUARY 2025

At the Council meeting of 20 February 2025, a motion was submitted in relation to the land at Meadow Lane, calling for it to be reinstated into the Local Plan. In accordance with Rule 12.9 of the Council Procedure Rules, the Chair of the Council determined that it should be automatically referred back to the Local Plan Committee for consideration at this meeting.

The motion was presented and moved by Councillor S Lambeth and seconded by Councillor P Moulton at the Council meeting. Councillor P Moulton reserved his right to speak during this item.

A discussion ensued between Councillors, speaking for and against the motion. In opposition, concerns were raised around environment protection, flooding risks, congestion, safety for pedestrians, local service pressures and protection of agricultural land. It was emphasised that the pressure on local services and its impact on the local community should come first.

In support, concerns about the importance of providing fair allocations across the district, the need for allocations due to sites safeguarded for the HS2 project, the likelihood of the site being allocated by external inspectors due to its sustainability, and the risk of the Local Plan not being ready in time or rejected. Some comments addressed the concerns

about inclusion of the site. Public rights of way would be resolved at the planning stage and the site was found to have a low risk of flooding. It was added that in an assessment undertaken by an independent consultant working for the Council, the site scored highly. The importance of probity was emphasised, as the site was originally recommended by officers to be included in the draft Local Plan.

A recorded vote being requested, the voting was detailed below.

The motion was put to vote and LOST.

RESOLVED THAT:

C76 Meadow Lane not be reinstated into the Local Plan.

41 LOCAL PLAN – PROPOSED HOUSING ALLOCATIONS IN THE KEY SERVICE CENTRES, LOCAL SERVICE CENTRES AND SUSTAINABLE VILLAGES

The report was presented by the Principal Planning Policy Officer and the Planning Policy and Land Charges Team Manager. During the presentation, a Councillor requested an explanation of regulations 18 and 19 for members of the public to understand.

The meeting was adjourned at 7pm and resumed at 7.11pm

A discussion about Key Service Centres between Councillors and the Planning Policy and Land Charges Team Manager ensued. A member sought clarification due to concerns about changes to school plans in Ashby Town. This was addressed by the Planning Policy and Land Charges Team Manager, who informed the Committee that the Regulation 19 plan will address all requirements as they stand at that point in time. It was suggested that this would be further discussed at a later time at a future meeting of the Committee.

Concerns were raised about the Plan not meeting its submission date and the impact upon the present and future Council. The Planning Policy and Land Charges Team Manager advised that if the Committee made decisions at this meeting, the Plan had a good chance at being able to be submitted on time. Transport modelling was acknowledged to be the biggest risk to submission due to the time required to resolve. If the plan was not submitted by the government deadline of December 2026, then the Council would not have an up to date plan and the district could be without a 5-year housing land supply, resulting in development proposals becoming difficult to resist.

The discussion moved to Local Service Centres, with a Councillor highlighting that the Plan's proposals for development in Measham were met with opposition by many residents. They expressed concerns for their residents including traffic risks, transport planning, sink holes, the impact upon local services and the changes made to house allocations from Option 7b, referred to in the report. It was explained that distribution changes were made, compared to Option 7b due to the Plan period extending, leading to an increase in housing requirements but also because the amount of development anticipated from Isley Woodhouse in the plan period was less than previously expected.. A request for additional monies from a Councillor to improve on local services was added.

The discussion transitioned to Sustainable Villages. A Councillor contributed their support of the allocated land in Oakthorpe being used to support sewage problems from heavy rain in developing areas.

Before voting, Councillors requested clarification on moving amendments to the recommendations and the order of discussion. Following this, Councillors raised further concerns about recommendations being voted against. The Planning Policy and Land

Charges Team Manager asserted that the Plan would not meet its deadline should recommendations not be approved, that the work to reallocate housing distributions would require further consultations and this would further delay the lengthy transport modelling work. In addition to this, Officers could not provide a Plan B until they knew what was being agreed.

Members contributed that as Coalville did not have more land to build, allocations were needed elsewhere. Represented areas including Kegworth, Hugglescote, Ellistown, Ashby and Ibstock were discussed as being heavily impacted by developments but Councillors accepted that this had to be done in order to maintain a Local Plan. They emphasised the importance of the Local Plan being accepted at this meeting and allocations for the district had to be fair and equitably distributed.

Councillor J Legrys moved that the recommendations be voted on in a group, and recommendations with objections be voted on individually. Advice was given by the Legal Adviser, who organised its structure.

It was seconded by Councillor R Morris and

RESOLVED THAT:

1. Officers' recommendations 1 – 8, 11 -12 and 14 – 23 voted together as a group.
2. Officers' recommendations 9, 10 and 13 voted individually.

The Officers' recommendations 1 – 8, 11, 12 and 14 – 23 was moved by Councillor J Legrys and seconded by Councillor M Ball.

A recorded vote being requested, the voting was as detailed below. The motion was put to the vote and was CARRIED.

RESOLVED THAT:

1. The existing allocation at Money Hill Ashby de la Zouch (A5) be reconfirmed.
2. Land south of burton road, Ashby de la Zouch (A27) be proposed to be allocated for around 60 dwellings in the Regulation 19 version of the plan.
3. Land adjacent to 194 Burton Road (A31) Ashby de la Zouch be proposed to be allocated for around 30 dwellings in the regulation 19 version of the plan, subject to the outcome of further consultation.
4. Land west of Castle Donington (CD10) be proposed to be allocated for around 1,076 dwellings in the Regulation 19 version of the plan.
5. Land south of Park Lane, Castle Donington (CD9) be proposed to be allocated for around 35 dwellings in the Regulation 19 version of the plan, subject to the outcome of further consultation.
6. Land off Leicester Road, Ibstock (Ib18) be proposed to be allocated for around 450 dwellings in the Regulation 19 version of the plan.
7. Land at High Street, Ibstock (Ib20) be proposed to be allocated for around 46 dwellings in the Regulation 19 version of the plan subject to the outcome of further consultation.

8. Land south of Ashby Road, Kegworth (K12) be proposed to be allocated for around 140 dwellings in the Regulation 19 version of the plan subject to the outcome of further consultation.

11. Land at old end (Ap15) and 40 Measham road, Appleby Magna (Ap17) not be taken forward as a housing allocation in the Regulation 19 version of the plan; but be included in the limits to development for Appleby Magna.

12. Land at Measham Road, Appleby Magna (Ap1) be proposed to be allocated for around 37 dwellings in the Regulation 19 version of the plan subject to the outcome of further consultation.

14. Land off Midland Road, Ellistown (E7) be proposed to be allocated for around 69 dwellings in the Regulation 19 version of the plan.

15. Land adjacent to Sparkenhoe Estate, Heather (H3) be proposed to be allocated for around 37 dwellings in the Regulation 19 version of the plan 14.

16. Land off Ashby Road, Moira (Mo8) be proposed to be allocated for around 49 dwellings in the Regulation 19 version of the plan.

17. Land at school lane, Oakthorpe (Oa5) be proposed to be allocated for around 47 dwellings in the Regulation 19 version of the plan.

18. Land south of Normanton Road, Packington (P4) be proposed to be allocated for around 10 dwellings in the Regulation 19 version of the plan.

19. Land west of Redburrow Lane, Packington (P7) be proposed to be allocated for around 30 dwellings in the Regulation 19 version of the plan, subject to the outcome of further consultation and the resolution of highway matters.

20. In the event that highway matters in respect of site P7 are not satisfactorily resolved, then land to the rear of 55 Normanton Road (P5 & P8) be considered for around 23 dwellings, in the Regulation 19 version of the plan, subject to the outcome of further consultation.

21. Land at Church Lane, Ravenstone (R9) be proposed to be allocated for around 50 dwellings in the Regulation 19 version of the plan, subject to the outcome of further consultation.

22. Land at Heather Lane, Ravenstone (R12) be proposed to be allocated for around 85 dwellings in the Regulation 19 version of the plan.

23. Subject to the outcome of further consultation, land at Packington Nook, Ashby de la Zouch (A7) be identified as a reserve housing allocation in the event that the government has not removed the HS2 safeguarding.

The Officers' recommendation 9 was moved by Councillor J Legrys and seconded by councillor R Morris. a recorded vote being requested, the voting was as detailed below. The motion was put to the vote and was carried.

RESOLVED THAT:

Land off Leicester Road/Ashby Road, Measham (M11) be proposed to be allocated for around 300 dwellings in the Regulation 19 version of the plan subject to the outcome of further consultation.

The officers' recommendation 10 was moved by Councillor S Lambeth and seconded by Councillor J Legrys.

A recorded vote being requested, the voting was as detailed below. The motion was put to the vote and was carried.

RESOLVED THAT:

Land at Abney Drive, Measham (M14) be proposed to be allocated for around 150 dwellings in the Regulation 19 version of the plan subject to the outcome of further consultation.

The Officers' recommendation 13 was moved by Councillor S Lambeth and seconded by Councillor J Legrys. Councillor M Ball, disclosing a pecuniary interest in this recommendation, left the room at 8.25pm and returned at 8.27pm after the vote.

A recorded vote being requested, the voting was as detailed below. The motion was put to the vote and was carried.

RESOLVED THAT:

Land off Ramscliff Avenue, Donisthorpe (D8) be proposed to be allocated for around 32 dwellings in the Regulation 19 version of the plan.

The meeting commenced at 6.00 pm

The Chairman closed the meeting at 8.37 pm

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
LOCAL PLAN COMMITTEE – WEDNESDAY 21 MAY 2025



Title of Report	EAST MIDLANDS AIRPORT – SUSTAINABLE DEVELOPMENT PLAN CONSULTATION	
Presented by	Ian Nelson Planning Policy and Land Charges Team Manager ian.nelson@nwleicestershire.gov.uk	
Background Papers	East Midlands Airport Sustainable development Plan 2025 Aviation Policy Framework Noise Action Plan	Public Report: Yes
Financial Implications	There are no financial implications.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The East Midlands Airport Sustainable Development Plan is a non-statutory document. It is the Airport's masterplan, which Government policy encourages should be updated every five years. The Council is a consultee.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To consider the Council's response to the East Midlands Airport Sustainable Development Plan.	
Recommendations	THAT: (i) EAST MIDLANDS AIRPORT BE THANKED FOR CONSULTING THE COUNCIL; (ii) THE COMMENTS SET OUT IN THIS REPORT BE FORWARDED TO EAST MIDLANDS AIRPORT AS THIS COUNCIL'S RESPONSE	

1 BACKGROUND

- 1.1 In 2015, East Midlands Airport (EMA) published a Sustainable Development Plan (SDP). This outlines the strategic framework for the long-term operation and growth of EMA. The SDP can be viewed from the link above.
- 1.2 A replacement plan has been prepared which will replace the current plan and looks ahead over the next 20 years. This takes into account changes nationally and regionally, including Brexit and Covid, that impact upon the airport.
- 1.3 The consultation finished on 16 May 2025 but EMA has confirmed that submission of the Council's comments after this date will be acceptable.
- 1.4 The final plan is to be published in Summer 2025.
- 1.5 This report briefly summarises each chapter and offers comments where appropriate.

2 OUTLINE OF THE SUSTAINABLE DEVELOPMENT PLAN

- 2.1 The SDP is split into the following sections:
 - Introduction
 - Strategic context
 - Policy
 - Economy
 - Land use
 - Surface access
 - Environment
 - Community
- 2.2 The structure used is very similar to that for the 2015 plan which helps to make comparisons between the two easier, although the 2025 version has more clearly set out aims, which is welcomed.
- 2.3 Each subject area has an overall aim beneath which sit a number of principles and more detailed aims. For those sections from Economy to Community, the appendices to this report set out the Vision, Principles and Aims for each section
- 2.4 Each of the sections is considered in this report, with comments offered where appropriate. These comments are intended to provide the Council's response to the consultation, subject to the agreement of this Committee.

3 INTRODUCTION

- 3.1 This section sets out the vision for EMA and briefly outlines how the airport is performing today.
- 3.2 The overall vision is:

“To continue to deliver effortless travel for passengers from the heart of the country and be the UK's global gateway for air cargo, enabling seamless trade”.
- 3.3 In order to achieve the vision the EMA strategy is to:

- “Grow our core business and capitalise on our strength as the UK’s most important airport for express air cargo
- Invest in our infrastructure to support long-term growth
- Deliver great customer service and operational excellence and develop a brilliant team of people who share our values
- Play a key part as part of Manchester Airports Group (MAG) which is EMA’s parent company], in driving forward the decarbonisation of aviation in the UK
- Work with partners to continue playing an important role in the East Midlands economy
- Work with, support and listen to local communities as a responsible neighbour
- Use our influence to make the case for improved connectivity between EMA’s passenger and cargo catchments and the airport.”

4 STRATEGIC CONTEXT

4.1 This section provides a brief overview of the history of the airport, its importance to the regional economy and notes how the central location of the airport means that there are 8 million people within a one-hour drive time, increasing to 30 million within two hours. It also notes that other airports offer services to destinations not served from EMA but that this represents an opportunity to seek to attract more airlines.

4.2 This section also notes that:

“EMA remains committed to managing aircraft noise and mitigating disturbance in local communities, working closely with cargo operators and stakeholders to encourage the use of quieter aircraft and with the development of further controls on the operation of the noisier aircraft, especially at night”.

4.3 In terms of future growth it is projected that:

- Passenger growth rate of 2% per annum is expected resulting in 4.1m in 2025, 5.2m in 2030 and 5.6m in 2040.
- Passenger aircraft movements are forecast to remain at similar levels to that experienced before COVID-19 pandemic due to moderate increases in average aircraft size as carriers introduce new aircraft.
- Cargo is forecast to increase from 400,000 to 800,000 tonnes in 2040. Forecast 700,000 tonnes in 2015
- Cargo movement will increase but at a slower rate than tonnage increases as operators introduce new and larger aircraft.

4.4 It is recognised that whilst EMA will grow it must be done responsibly. This will be achieved by:

- Committing to minimising environmental impact
- Fostering strong relationship with surrounding communities.
- Aiming to reach net-zero by 2038, halving greenhouse gas emissions between 2019-30.
- Continuing to fund local bus services.
- Redesigning flight paths to enhance operation efficiency and minimise noise impacts for local communities
- Continuing to provide a Community Fund to support local groups and projects.

Comment

- 4.5 The forecasts in respect of passenger numbers are significantly less than those in the 2015 SDP which was forecasting 10 million passengers and a growth rate of 3.4%. The current terminal capacity is six million and so there would be a need for further terminal development. It is not clear in the SDP whether this would mean an additional terminal, clarity would be useful on this point.
- 4.6 In terms of the forecast for cargo, these are now higher than in the 2015 SDP as that was forecasting 700,000 tonnes. This reflects the success of the airport for cargo operations, which is second only to Heathrow in terms of freight volumes, accounting for 17% of all air cargo in 2022 (Heathrow was 61%). Since 2016 this is an increase of 5%, whilst Heathrow experienced a decrease of 4%. This is attributed to a number of unique attributes, including the airport's central location and excellent road links; but also its ability to operate 24-hours a day all year round. This is because there are no restrictions in terms of flight operations, unlike many other major airports.
- 4.7 Whilst this is of significant benefit to the airport it does mean that there is an increased potential for an impact locally, for example due to noise as airplanes land and take off, particularly as cargo planes tend to be larger and slower than passenger planes.
- 4.8 The potential for a greater range of services both passenger and cargo, will bring benefits to passengers and to the local economy, this needs to be balanced against the potential for increased disturbance for local residents. The fact that this is recognised by EMA is to be welcomed.

5. THE POLICY FRAMEWORK

- 5.1 This section outlines the policy framework within which the airport operates, including the Government's Aviation Policy and the National Planning Policy Framework, before considering more local policies, including the North West Leicestershire Local Plan.
- 5.2 It notes that the Government's Aviation Policy Framework recommends that airport operators prepare master plans and update these at least every five years. In the section on Aviation Policy it is stated that "This SDP is the airport's updated masterplan".

Comment

- 5.3 Notwithstanding the Airport's statement, it is questionable as to whether the SDP currently satisfies the Government's suggestions as to what a master plan should entail as set out in Appendix B of the Aviation Policy Framework. In particular, the SDP is generally lacking in significant details such as when new developments are anticipated to be required, whilst the aims are very general and lacking in detail. Furthermore, it is not clear as to how many aspects of the SDP will be monitored or reported upon. The Airport is, therefore, requested to give more consideration to this matter before finalising the SDP.
- 5.4 On page 17 it is stated that the review of the North West Leicestershire Local Plan covers the period to 2039. This needs to be amended to 2042.

6 ECONOMY

- 6.1 This section outlines the ambitions and opportunities for EMA and the wider East Midlands. Appendix A of this report provides more details.
- 6.2 This section highlights the significant role played by the airport in the economy of the East Midlands and locally. In terms of Gross Value Added (GVA), i.e. the economic value of activities at or related to the operation of the airport or its air services, in 2023 it was estimated by the Airport's consultant's (York Aviation) that EMA generated £535m of direct GVA and £632m of national indirect GVA.
- 6.3 At the last survey, 9,448 employees were employed at EMA across 101 companies. Of this, cargo accounted for just over 50% of all on-site employees
- 6.4 In terms of the place of residence of employees, most live in the local area; with 46% living in Derbyshire, 27% in Nottinghamshire and 20% in Leicestershire. The number of employees who live in North West Leicestershire sits in the 500 to 999 category.

Comment

- 6.5 For reasons that are not obvious, this section does not contain a Vision unlike the other sections but instead is referred to as "Our Aim". It is not clear if this is intentional.
- 6.6 In the 2015 SDP, the economy was included in a section regarding surface access. Separating it out is beneficial as it makes it easier to highlight the economic role of EMA.
- 6.7 Of all the subject areas it is the one where EMA has least control. This is reflected in the limited number of aims.
- 6.8 In terms of the location of employees, it is noted that both Derbyshire and Nottinghamshire account for more employees than Leicestershire, whilst more employees live in Derby City than North West Leicestershire. Notwithstanding the provision of public transport which the airport directly supports (see section 8 of this report), this is likely to result in more commuting by car. The Council is seeking to address this as part of its emerging Local Plan which is proposing a significant amount of new housing in the vicinity of the airport, including the proposed new settlement at Isley Woodhouse. This will provide an opportunity for more people to live in close proximity to the employment opportunities at the airport and so potentially reduce the need to travel and so help to address issues related to climate change.
- 6.9 On page 23, reference is made to the North West Leicestershire Economic Growth Plan (2022-25). However, the text repeats the wording for the Leicestershire Strategic Growth Plan which appears above it, rather than saying anything specific about the Economic Growth Plan. This needs to be amended for the final version.

7 LAND USE

- 7.1 This section outlines how EMA intend to use their land and facilities and their plans for the development of the airport. Appendix B of this report provides more details.
- 7.2 The SDP includes a plan (page 33) which shows the general disposition of the different land uses and zones which are then referred to throughout this section.
- 7.3 Based on forecasts, the SDP identifies that an additional 10 stands will be required for aircraft which would be located to the east of the current apron. Longer term a further 11 stands may be required (bringing the total to 48 stands) which may result in displacement of existing facilities including car parks and the Fire Station. It is suggested that the latter will be relocated to the north side of the apron.
- 7.4 The current runway has capacity for 34-36 aircraft movements per hour which is more than sufficient for long-term growth. There are no plans for a second runway, although there is planning approval for a 190-metre extension which would help with the efficient management of aircraft.
- 7.5 It is stated that the existing terminal has a capacity of six million passengers per annum beyond which further terminal development would be required. Up to 2030 the focus will be on maximising existing facilities and enhancing baggage reclaim, departure lounges and gates. Beyond 2030, there will be a need to expand terminal capacity, including repurposing existing buildings.
- 7.6 Car parking requirements will increase as passenger numbers increase. The SDP states that “we aim to ensure parking growth does not match passenger growth rates to encourage sustainable travel”. This will likely mean the provision of multi-storey car parking. Parking will continue to be encouraged over drop-offs as this results in less trips but it is recognised that this has a potential impact on local communities due to off-site parking. It is proposed to address this through continuing to work with the local authorities and police, coupled with a Sustainable Transport Fund (see Surface access section).
- 7.7 The SDP includes a commitment to more electric charging points being provided and proposals to improve the public transport hub.

Comments

- 7.8 The Vision would be improved if it referred to “within the current physical footprint” in order to distinguish it from a carbon footprint.
- 7.9 The SDP refers (page 31) to working with NWLDC in respect of Public Safety Zones but no reference is made to safeguarding. Policy Ec5 of the adopted Local Plan addresses the issue of safeguarding. In order to be consistent with the Local Plan it is considered that the SDP should be amended to include a reference to safeguarding.
- 7.10 On page 32 of the SDP it is stated that “The growth of EMA is supported through North West Leicestershire Local Plan Policy Ec4, provided development leads to a material increase or capacity or capability at the airport”. This is misleading. As written it implies that development must increase capacity or capability. This is not the case. Instead, policy Ec4 says “The growth of East Midlands Airport will be supported provided development that gives rise to a material increase in airport capacity or capability”. This needs to be amended for the final version.

- 7.11 Under Airport's assets (page 33) it is suggested that there is long-term capacity for seven million passengers. This appears to be at odds with elsewhere in the document where reference is made to a capacity of six million (page 37) when discussing the need for further terminal development. Furthermore, it is not clear as to why there would be a need for more terminal capacity when in 2040 the forecast number of passengers (page 10) is 5.6million passengers. Clarification is required in respect of these issues.
- 7.12 The expansion of Cargo West will require the relocation of passenger car parks together with some other uses, whilst in Cargo East the existing passenger car storage area will need to be relocated. However, no indication is provided as to where these would be. Similarly, it is proposed to redevelop the Western Maintenance area for cargo and logistics uses but again no indication as to where these would be relocated to other than "where land is available these uses will be re-provided elsewhere in the Operational Area".
- 7.13 Aircraft washing currently takes place in the Western Maintenance Area. However, the future redevelopment of this area means that a replacement facility will be required but again a replacement location is not identified. The run-off from such operations needs to be managed in order to ensure that there is no contamination of other water.
- 7.14 It is accepted that it is difficult to forecast with absolute confidence regarding future requirements but equally it would be helpful to have more certainty than is currently set out in the plan. It is considered that the SDP would be more meaningful if it identified where the relocations outlined above might be in order that the community are aware of how the layout may change. Alternatively, the Airport should include a commitment to address locational issues in an update of the SDP, which Government has previously suggested should be every five years.
- 7.15 In terms of the Pegasus Business Park which is located in the south-east corner of the airport, the aim (page 43) is to bring forward proposals that are airport- or aviation-related or uses that will benefit from an airport location. This is generally consistent with policy Ec4 of the adopted Local Plan but it would be helpful to include a cross reference to the Local Plan.
- 7.16 Reference is made to the East Midlands Freeport (page 43). This land lies outside of the airport boundary to the south of the A453 and is separate from the running of the airport and most of the land is not controlled by EMA. Therefore, its inclusion in the SDP is questioned.

8 SURFACE ACCESS

- 8.1 This section outlines EMA's objective-led vision for sustainable access. Appendix C of this report provides more details.
- 8.2 EMA has put a significant amount of money in to help pump-prime bus services. The number of passengers using the various Skylink services has increased from 200,000 in 2004 to 3.56 million passengers. The majority of passengers are local users not related to the airport and so local communities have benefited.
- 8.3 In contrast car sharing has declined – standing at 6% in 2018 (the last date when information is presented) when it was 13.9% in the 2015 SDP. Public transport is achieving 8.6% in 2023 with a target of 15% beyond 2030.

- 8.4 In terms of car parking, the SDP recognises that there will need to be incentives for staff and passengers to use non-car modes, including possible charging for staff parking. It also recognises that parking occurs on local roads and that this is a problem for local communities.
- 8.5 A Sustainable Transport Fund will be launched in 2025 with an annual contribution of £100,000 of which £55,000 comes directly from the airport with the remainder made up of fines for breaches of noise limits in the Noise Action Plan.

Comments

- 8.6 EMA has made considerable efforts to encourage more use of sustainable modes of travel in, particularly in respect of the significant funding it has put in to providing bus services which benefit much more than just the airport. It also has to be recognised that a balance has to be struck in order for EMA to remain attractive as a potential departure point for passengers.
- 8.7 Generally speaking, the establishment of a Sustainable Transport Fund and ongoing commitment to support the development of alternative means of access to the airport, which includes walking and cycling as well as public transport, are to be welcomed. As members are aware the Council's emerging Local Plan is proposing to allocate a significant amount of housing in the vicinity of the airport. This is partly in recognition of the significant employment opportunities that exist in this part of the district, including at the airport. It provides an opportunity for people to live in close proximity to such employment opportunities and so provide a more sustainable approach. It is not clear whether the Sustainable Transport Fund will remain at the current level if the amount of money from fines decreases, in effect meaning EMA will have to increase its contribution. Clarification on this would be welcomed.
- 8.8 It is not clear as to why the amount of car sharing has declined whilst the share of public transport has failed to achieve a target of 10% initially set in 2007. If the targets set out in the plan are to be achieved further research may be required to understand why this is.
- 8.9 The following proposals set out in the SDP are to be welcomed:
- The commitment to update the on-site Employment Census and Travel to Work survey every two years which will, if nothing else, allow progress to be monitored against the various targets/aspirations.
 - The promotion of Airway 9 which serves Ashby de la Zouch (and Burton) along with the promotion of other existing services, as well as looking at new routes.
 - The commitment to work with partners in respect of improved access by rail, whilst recognising that this is not something that EMA have any control over.
 - The support for NottsBus Demand Responsive Transport scheme which benefits Kegworth and Lockington and the intention to seek to introduce a further scheme.
 - The proposals to work with partners to extend the Nottingham Express Transit (i.e. tram) to East Midlands Parkway and potentially in the longer term to the airport itself.
 - The commitment to working with authorities to deter taxis and other inappropriate parking in surrounding areas whilst waiting to pick up (or drop off) passengers.

- 8.10 In terms of active travel, it is suggested that this should link into work that both Leicestershire County Council and the District Council are undertaking on improving cycling and walking.

9 ENVIRONMENT

- 9.1 This section outlines how EMA intend to seek to manage its impact upon the environment. Appendix D of this report provides more details.
- 9.2 The SDP recognises that the airport impacts upon the environment and local communities. EMA have sought to ensure that its practices in respect of the environment are of a high standard. To this end EMA is ISO 140001 compliant (environmental management standard) and has achieved certification in respect of ISO 500001 (international energy management standard).
- 9.3 The Manchester Airport Group (MAG), which includes EMA, is part of the Jet Zero Council which is working with government to deliver net zero aviation through, amongst other matters, the use of zero emission technologies.
- 9.4 MAG published its roadmap to zero carbon in summer 2024. EMA emissions are both direct (e.g. heating of buildings and vehicles) and indirect (e.g. emissions for airplanes).
- 9.5 A network of diffusion tube monitors across the airport site also measures levels of Nitrogen Dioxide (NO₂). The air quality monitoring results show that the concentrations of the monitored pollutants are well within the national limits and no exceedances were recorded in 2023.
- 9.6 The issue of noise associated with the airports operations is the subject of a separate Noise Action Plan (NAP) which was approved by Defra in November 2024 (a copy can be viewed from the link at the beginning of this report). This included an operational ban on QC4 aircraft which are older, noisier aircraft. The NAP also includes a noisy aircraft penalty scheme which penalises aircraft which exceed published noise limits at night (between 11pm and 7am).
- 9.7 EMA has a complex surface water drainage system that covers the entire site and can divert water run-off from hard surfacing into large reservoirs that are used to store surface water. This water is monitored to ensure it is free from contamination before it is allowed to enter local watercourses. Where the biochemical oxygen demand is too high, the water is held in a winter pond which is treated before release.

Comments

- 9.8 The roadmap sets out how net zero will be achieved along with continuing efforts to review carbon emissions from its own activities and to incentivise the use of zero-emission vehicles aircraft. This is welcomed.
- 9.9 It is proposed to use fees and charges to encourage and incentivise the use of modern and low emission aircraft. However, it is not clear whether other measures, such as stipulating any requirements that aircraft operators or companies on the site are expected to meet have been considered, although it has to be recognised that this has to be balanced with economic considerations.
- 9.10 Since 2012, EMA's operations have been carbon neutral and they remain committed to removing remaining use of fossil fuels. This relates to the operations of EMA

themselves (i.e. direct), not other companies who operate at the airport. Again, it raises the question of whether the Airport could be doing more to ensure that companies operating from the airport are taking the necessary steps to address the impacts of the airport on the environment.

- 9.11 There appears to be some inconsistency in respect of the NAP as page 105 says it covers the period 2024-29 but page 78 says 2024-28. It is understood that the latter is correct.
- 9.12 The following proposals set out in the SDP are to be welcomed:
- Aims to improve air quality
 - Proposal that future developments will be designed to meet BREEAM standards in respect of water efficiency.
 - Commitment to prepare Conservation Strategy and to update the Landscape and Habitat Management Plan.
 - Commitments in respect of archaeology and heritage

10 COMMUNITY

- 10.1 This section outlines how EMA intends to seek to work with local communities to ensure that the growth benefits all. manage its impact upon the environment. Appendix E of this report provides more details.
- 10.2 The East Midlands Airport Consultative Committee (EMACC) provides a formal link between the airport and its neighbouring communities. This is independently chaired and is made up of representatives from the local authorities in the area, local community groups and organisations, and airport users. It meets formally three times a year. In addition to the main EMACC, there are two sub-committees: the Monitoring, Environment, Noise and Track (MENT) sub-committee and the Transport, Economic Development and Passenger Services (TEP) sub-committee. These two sub-committees provide an opportunity for more detailed and in-depth discussions including about the airport's environmental programme and its customer and passenger services.
- 10.3 It is proposed to continue with the Sound Insulation Grant Scheme and to offer a Vortex Damage Repair Scheme and Vortex Protection re-roofing for local properties that have been affected by vortex strikes.

Comments

- 10.4 By its nature the airport will always have some form of impact, but equally it brings significant benefits, particularly from an economic point of view. However, over the years EMA has put a considerable amount of time and resource in to improving its relations with the local communities in the vicinity of the airport.
- 10.5 The commitment by EMA to ongoing engagement with the local community is welcomed, as is the continuation of the grant schemes for insulation and damage associated with vortexes.
- 10.6 As a general point, there is currently little information about how or when the plan will be monitored or reported upon. It would be helpful if the final version could provide more certainty about this.

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Planning and regeneration - Clean, green and Zero Carbon
Policy Considerations:	The Council's Local Plan includes specific policies in respect of East Midlands Airport. The report highlights any issues.
Safeguarding:	None discernible.
Equalities/Diversity:	None discernible
Customer Impact:	No issues identified
Economic and Social Impact:	The East Midlands Airport is a key economic generator in the district. It's continued success will be of benefit to the district.
Environment, Climate Change and zero carbon:	The operation of the airport has direct and indirect on local communities. The SDP sets out how these will be managed by East Midlands Airport.
Consultation/Community/Tenant Engagement:	The Council is a consultee in its own right
Risks:	None discernible
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APPENDIX A

ECONOMY

OUR AIM

To leverage EMA's globally connected location to maintain and enhance its position as the UK's leading airport for express air cargo. By playing a proactive role in the Midlands, we will collaborate with partners to boost regional economic activity, productivity, and support businesses.

PRINCIPLES

- We will work to strengthen EMA's network of routes and deliver effortless travel for passengers, deepening and expanding our catchment and encouraging inbound traffic.
- We will develop our global air cargo network to consolidate and strengthen our position as the UK's global gateway for express freight and maximising seamless trade.
- We are one of the East Midlands' major businesses, and we will develop and strengthen our local supply chain so that other businesses and suppliers in the region can work and grow with us.
- We are committed to creating quality employment, providing opportunities for all in a safe, inclusive, and diverse environment.

AIMS

- We will work with our airline and cargo partners to grow EMA's network of cargo and passenger services to improve global connectivity delivering effortless travel and seamless trade.
- We will continue to work and engage with regional partners and other sectors and businesses in the local area to support regional business, local supply chains and jobs in the East Midlands.
- As one of the partners we will support the East Midlands Freeport to help promote international trade, supporting advanced manufacturing and future zero carbon and energy businesses, and contributing to education skills and training programmes in the Freeport area.
- We will work with transport authorities and service operators to further develop EMA's access and transport networks, focusing on areas of social and economic disadvantage to improve access to jobs on the EMA site.

- We will undertake an on-site employment census every two years, and work to grow the number and range of jobs on the airport site.
- We will work with partners in the education and skills sectors to develop our future workforce, our focus will continue to be on the EMA Airport Academy. Further details of our work and our ambitions for the MAG Connect Airport Academy at EMA are set out in the Community chapter of the SDP.

OUR VISION

To make the best and most efficient use of EMA's land and its airport facilities in a way that supports the airport's growth and its future development. To unlock growth, we will focus on maximising land efficiency and density within the current footprint.

PRINCIPLES

- Utilise our land within the Operational Area in the most efficient way that we can.
- Prioritise land use within the Operational Area for airport and aviation-related activities and uses including activities associated with EMA's principal role in the East Midlands Freeport.
- Work to improve our overall environmental performance, focussing on low-carbon technologies, energy efficiency, and the overall performance of our developments.

30

AIMS**Airfield**

- We will operate the airfield in line with Civil Aviation Authority standards and our Aerodrome Licence.
- We will review runway capacity as part of the overall masterplan for the airport.

Taxiways

- We will operate and design the airfield in compliance with Civil Aviation Authority standards.
- We will review taxiway capacity as part of the masterplan to align with runway growth.
- We will refurbish and upgrade taxiways as part of the Western Maintenance Area and East Apron redevelopment.

Aircraft apron and stands

- New apron infrastructure will include automated guidance systems and fixed electrical ground power.
- Additional capacity will be provided to the Central Passenger Zone.
- Additional cargo apron will be developed in Cargo West and the redeveloped Western Maintenance Area.

- The East Apron will be reconfigured to accommodate larger aircraft.
- Land will be safeguarded for additional apron capacity east of the UPS hub in Cargo East.
- Some existing facilities, including passenger car parking, will be relocated to enable apron development.

Passenger Terminal

- We will develop additional floorspace in 2024/2025 within the security area of the passenger terminal to provide additional circulation space and enable the installation of the latest security technology.
- We will improve the vehicle circulation on the terminal forecourt, the rapid drop-off, and in the short-stay car park to improve wayfinding, traffic flow and passenger safety. We will also improve the landscaping and public realm in this area.
- We will explore the use of new technologies and processes and incorporate them into future developments.
- We will safeguard land for the extension of the passenger terminal to the south and to the west of the existing building, future developments will be brought forward in line with passenger growth and airline requirements.

Cargo facilities

- We will safeguard land in Cargo West for new cargo development to the east and west of the DHL hub building. This will include cargo aircraft stands and other cargo facilities.
- The Western Maintenance Area will be redeveloped for cargo and logistics uses, including cargo apron, aircraft stands and cargo units.
- Improvements to transit shed and associated support infrastructure in Cargo East will be brought forward and considered on a case-by-case basis and in response to operator demands.

Other operational facilities

- We will safeguard land on the north side of the airfield for the installation of new and upgraded ATC apparatus and equipment, including new airport radar facilities.
- We will safeguard land on the north side of the airfield as an option for the long-term relocation of the Fire Station.
- We will continue to maintain and undertake upgrades to the Fire Training Ground to ensure compliance with the CAA's training and performance requirements and higher environmental standards.
- We will safeguard land for the fuel farm in the Western Maintenance Area and for the relocation of the fuel farms in the Central Passenger Zone.
- We will work with airlines and the aviation fuel companies to encourage the use of sustainable aviation fuel, and we will safeguard land for the storage of sustainable aviation fuel and other alternative and zero-carbon fuels.

- We will develop networks for electricity and other alternative power and fuel on the EMA site.
- We will safeguard land within the Western Maintenance Area for redevelopment including aircraft apron and air cargo handling facilities.
- We will bring forward a detailed master plan for the redevelopment of the Western Maintenance Area that is focussed on ensuring the most efficient use of land and operational and commercial benefits to the airport.
- We will work with airlines and partners to establish the requirements for commercial aircraft maintenance facilities at EMA.
- We will continue to provide facilities to support Business and General Aviation, and these uses will be accommodated as part of the redevelopment of the Western Maintenance Area
- We will continue to provide a site for a flight catering unit to service the needs of the airlines operating from EMA and land will be safeguarded for the future relocation of the existing facility.
- We will upgrade security facilities and control points in line with the Department for Transport's aviation security requirements.
- We will re-provide operational facilities in an airside area with convenient access to the airfield, as part of future developments in the Central Passenger Zone and Western Maintenance Area.
- Replacement aircraft washing facilities will be provided to replace the existing aircraft wash bay.
- We will bring forward proposal for the undeveloped land within the Pegasus Business Park that are airport or aviation-related or uses that will benefit from an airport location.
- We will keep the requirement for additional or replacement on-site hotel accommodation under review and land will be reserved within the Operational Area for this purpose.
- We will work with development partners and the East Midlands Freeport to develop proposals for development in the EMAGIC Tax Site to the south of Ashby Road.
- We will introduce new vehicle fuelling technologies, including electric charging and hydrogen fuelling stations, while safeguarding land for future fuel storage.
- Car rental facilities will remain within the Operational Area, meeting operator and customer expectations.
- We will continue to provide facilities for the Aerozone and to support the growth and the development of the Airport Academy.
- We will explore opportunities to develop the Airport Academy's services to support the growth of the airport and the wider East Midlands Freeport.
- The Aeropark, spectator facilities and small-scale visitor and catering facilities will continue to be provided.

- We will develop additional car parking capacity within the airport to continue to provide a range of car parking products and facilities to meet the different needs of EMA's passengers, staff, and visitors.
- We will rationalise the existing areas of the EMA site used for car parking to provide the best utilisation of land and density of car parking spaces.
- We will explore options for decked or multi-storey car parks to increase the number of spaces, enhance the passenger experience and achieve the most efficient use of land.
- We will develop smarter car parks that incorporate automated parking technologies and more efficient parking and booking systems.
- We will continue to discourage passengers from being dropped off or picked up. We will provide chargeable facilities on the terminal forecourt, together with a free facility in one of the long stay car parks.
- We will work with the public transport operators, particularly the bus companies, to understand their need for facilities at EMA and to develop a transport hub. We will bring forward proposals to increase the capacity of the Transport Interchange as part of future passenger terminal development projects.

OUR VISION

To be a highly connected location serving the needs of the East Midlands region, EMA's air passengers and staff across the site, whilst offering internationally competitive seamless global air freight connectivity that supports EMA as the UK's major express air freight airport.

PRINCIPLES

- **Predictable, Affordable and Reliable Accessibility:** We recognise that good access to EMA, especially by public transport, is important for our success. We will work with our partners to help deliver good quality and reliable transport networks that provide effortless travel for EMA's passengers and seamless trade for our cargo operations, whilst delivering connectivity across the East Midlands and the surrounding area. The links to the airport are also important in attracting and retaining our workforce, making EMA an attractive and desirable place to work.
- **Sustainable Accessibility:** We prefer and will work to support and encourage a greater proportion of journeys to and from EMA to be made by public transport or other sustainable modes. We will work to reduce the number of single occupancy car journeys that are made to EMA, especially by airport employees, whilst seeking to discourage air passengers from using a car for pick-up and drop-off journeys. This is a key part of our strategy to reduce the number of airport car journeys on the local road network and our aim to be a good neighbour.
- **Reduce Carbon, Congestion, and Improve Air Quality:** We aim to encourage greater use of public transport and reduce the dominance of private car trips to help reduce our carbon footprint, reduce local road congestion and further improve the air quality in the local area.
- **Funding Commitments:** We will establish an EMA Sustainable Transport Fund and use this fund to contribute towards the development and improvement of the airport's public transport services. The Sustainable Transport Fund will also be used to promote and support active travel modes such as cycling and walking, as we recognise the benefits of active travel in boosting the health and well-being of people working at EMA.
- **Working with Partners:** We will work with our partners, including the airlines, public transport bodies, local authorities including the County Councils and transport operators to help deliver our objectives and plans for EMA's connectivity. We will also work with partners across the East Midlands to encourage the development of alternative travel modes, new vehicle technologies and the use of zero-carbon fuels.

AIMS

Staff mode share

- The Sustainable Transport Fund will be formally launched in 2025 with a minimum annual contribution of £100,000 per year.
- Our target up to 2030 is for a minimum of 10% of EMA's passengers to access the airport using public transport.
- Our target beyond 2030 is for 15% of EMA's passengers to access the airport using public transport.
- Our staff travel target is for a minimum of 30% of people working on the EMA site to access the airport by means other than as a single occupancy car driver.
- We will continue to report the use of public transport to access EMA to the Airport Transport Forum and the EMA Consultative Committee (EMACC).
- We will update the EMA on-site Employment Census and the airport's Travel to Work Survey in 2025 and carry out updated surveys at least every two years.
- The EMA Employment Census and Travel to Work Survey will be reported to the Airport Transport Forum and the EMACC.
- We will relaunch the EMA car-share scheme in 2025–2026.

Bus and coach

- We will work with the bus operators to support the EMA bus network and the development of increased frequencies to the key destinations.
- We will launch the EMA Sustainable Transport Fund in 2025 to help support new bus services with a minimum contribution of £100,000 per year.
- We will identify the extensions and additions to the bus network serving EMA; our target areas are communities to the east of the airport and links to Derby and the west along the A50 corridor.
- We will undertake a study in 2025 into re-establishing a bus connection between EMA and East Midlands Parkway, and to the Clifton NET Park and Ride.
- We will work with operators and partners to establish an EMA Bus Forum in 2025.
- We will work with operators to develop a marketing programme to promote the bus connections to EMA to air passengers and staff.
- We will work with our partner bus operators to develop a new scheme of travel subsidies and discounts, especially in the early months of establishing new services.
- We will improve the quality of the facilities for bus and coach passengers at the airport's coach park and bus stops around the site.
We will work with National Express and other coach operators to restore national coach services to/from EMA as part of the development of EMA as a multi-modal transport hub.

Rail

- We will continue to work with local partners, including East Midlands Railway and Trent Barton to promote access to EMA by rail via Derby, Long Eaton, Nottingham, and East Midlands Parkway.
- We will continue to work with East Midlands Railway to develop and implement a marketing and promotional campaign to highlight the benefits of using rail to access EMA in 2025–2026. This will include extending rail ticketing to EMA using the Skylink bus network.

Road

- We will work with National Highways, the County Highway Authorities and Midlands Connect in the development of future highway schemes and investment priorities.
- We will work closely with National Highways, contractors, and the local highway authorities to help plan highway works and road closures are minimised and undertaken at times that have the least effect on road access to EMA.
- We will work with our partners to develop local highway improvement schemes including upgrades to Ashby Road (A453) and the M1 Junction 23a roundabout.
- We will continue to provide a 1-hour free car parking facility for vehicles that are picking up or dropping off passengers.
- We will undertake surveys of vehicles using the EMA road network to inform the future highway design so that it remains simple, intuitive, and easy to use by all the vehicles that access it.

Demand Responsive Transport

- We will promote the NottsBus on Demand DRT bus services and undertake a study to consider the opportunity for the introduction of further DRT services at EMA.

Light Rail

- We will work with the operator of the NET and other transport partners to promote the Skylink connection between EMA and the NET services at Clifton.
- We will work with regional partners on proposals to extend the NET network to East Midlands Parkway and potential long-term links to EMA.

Taxis

- We will continue to operate a concession agreement that provides a private hire taxi service for airport passengers.
- We will support and work with local communities, Parish Councils, and Leicestershire County Council to deter taxi and other fly-parking in areas outside the airport.

Car parking

- We will continue to provide a range of car parking products that meet the needs of EMA's passengers, staff, and visitors.
- We will continue to discourage passengers from being dropped off or picked up. We will continue to provide pick-up and drop-off facilities on the terminal forecourt, together with a free facility on the airport site.
- We will work with Local Parish Councils and Leicestershire County Council to dissuade airport-related car parking on local roads and in local villages.

Active travel

- We will work with local partners to provide improved cycle connections to EMA.
- When roads within the EMA site are upgraded or developed, they will be designed with the needs of cyclists in mind.
- We will continue to promote the cycle to work salary sacrifice scheme and encourage more businesses to offer it to their staff.
- We will continue to maintain and where appropriate, upgrade the Airport Trail to encourage and promote walking around the airport.
- We will maintain the EMA Sustainable Transport Fund to support sustainable access and sustainable commuting, including discounted travel for colleagues, facilities for cycling and walking, and car share schemes.
- We will promote cycling as a mode of staff access to EMA and provide cycle facilities in our buildings and we will use the EMA Sustainable Transport Fund to support this work.

OUR VISION

If EMA is to make its full contribution to the growth and development of the region as an attractive place to live and work, it is important that we work hard and responsibly to minimise the airport's environmental impacts, make the best use of natural resources, and continue to adopt the best environmental management practices and processes.

PRINCIPLES

- Develop and grow our business in a carefully managed and sustainable way, ensuring that our development aligns with our commitment to minimise the environmental effects of our operations.
- Engage in a constructive and open dialogue with all our stakeholders, including airlines, other on-site businesses, regulatory authorities, and local communities.
- Develop and operate an independently audited environmental and energy management system that is targeted on the key environmental issues, focussed on performance and delivery that manages our performance in a challenging and critical way.
- Retain and appoint environmental specialists and develop our people and resources to effectively manage environmental issues.
- Ensure we minimise our environmental impacts through the delivery of our Noise Action Plan and surface water management programmes.
- Engage the combined skills and energy of everyone working on the EMA site to raise awareness and deliver best environmental practice. We will continue to promote innovation and continuous improvement, remaining at the forefront of best practice.
- Always comply with all relevant environmental legislation and other requirements to prevent pollution or other environmental impacts.

AIMS

Climate change and energy

- EMA will achieve net zero for its carbon emissions by the end of 2038 at the latest, and net zero carbon will be maintained thereafter.
- We will publish an EMA net-zero carbon road map that sets out the milestones and the activities to reach net-zero carbon by 2038.
- We will maintain EMA's carbon accreditation with independent auditing and certification.
- We will continue to review our climate change adaptation risk assessments and to report the progress that we have made in managing and minimising the physical risks presented by a changing climate. Our assessments will be submitted to Government to inform national climate change adaptation planning.
- We will ensure that our new developments incorporate measures and capacity to ensure a long-term resilience to the effects of a changing climate.
- We will continue to work collaboratively with our business partners and others in the East Midlands region to support decarbonisation across the EMA site including the transition to alternative fuels, supporting infrastructure, energy efficiency and the transition to renewable power.
- As part of the wider MAG targets, we will maintain ISO 50001 accreditation for our energy management processes.
- We will develop our partnerships with aviation fuel refiners and suppliers to encourage the early introduction of Sustainable Aviation Fuel at EMA, and we will continue to develop our support and collaboration in national aviation decarbonisation programmes including the UK Jet Zero Council and Sustainable Aviation.
- As part of our net zero carbon programme, we will set targets to ensure a continual improvement in energy efficiency, these will include our overall use of energy and the efficiency of the use of energy on the airport site.
- We will incentivise the use of zero-emission aircraft at EMA as part of the MAG-wide programme that includes five years free landing fees for the first aircraft operating at the airport, and for the first transatlantic operation by a zero-emission aircraft.
- We will incentivise the use of alternative zero-emission vehicles on the EMA site, including the development of the charging facilities, infrastructure, and the networks to support the use of electric vehicles and hydrogen power. We will transition to a fleet of ultra-low emission vehicles by 2030, where there are suitable vehicles available to meet the operational requirements.

Air quality

- We will continue to monitor air quality in the vicinity of the airport in the form of:
 - Continuous monitoring of NO₂, PM₁₀, PM_{2.5} and PM₁ at a fixed site within the Aeropark.
 - Diffusion tube monitoring of NO₂ within the airfield and across the EMA site.
- New aircraft apron will provide for parking stands that enable the future installation of Fixed Electrical Ground Power units.
- We will use our published aeronautical fees and charges to encourage and incentivise the operation of modern and low emission aircraft at the airport.
- We will transition to a fleet of ultra-low emission vehicles, and subject to available vehicle technology, our target is that 100% of our fleet of vehicles operating at the airport will be ultra-low emission by 2030.
- We will deploy a network of electric vehicle charging points in both airside and landside locations.
- We will work with the airlines and our business partners to further develop our operational controls and procedures to minimise emissions from aircraft on the ground and support equipment.

Noise

- We will deliver the actions set out in our Noise Action Plan 2024–2028
- We will continue to ensure that the area of the 55dB LAeq summer night noise contour is no greater than 16 square kilometres.
- We will continue to encourage and incentivise the use of quieter aircraft operating at EMA, and we will implement further restrictions on the operation of the noisiest aircraft, especially at night.
- We will optimise the aircraft operating procedures at EMA to minimise noise.
- We will continually to improve how we work and collaborate with communities, regulators, and industry partners to explore ways to minimise aircraft noise.
- Through the Future Airspace programme, we will develop procedures to improve the aircraft track-keeping performance on the 09TRENT departure route.

Water Management

- We will manage our drainage system to comply with our Environmental Permit and meet future airport growth.
- We will implement water efficiency measures and monitoring leaks to reduce water loss.
- We will collaborate with other EMA businesses to identify and mitigate pollution sources.
- We will explore improvements to spillage management and reporting processes.
- We will work to improve surface water quality through sustainable drainage systems.
- We will reduce trade effluent discharge to ease pressure on the sewage network where possible.
- We will include water stress and surface water issues in our climate change adaptation plans.
- We will collaborate with stakeholders to improve responses to capacity, drought, and contingency events, with identified capital investment for necessary improvements.

Recycling and resource efficiency

- We will maintain an approach of zero waste to landfill and seek to achieve a waste management accreditation.
- We will prepare a reduction, reuse, and recycling strategy by the end of 2025.
- We will look to recognise a circular economy for waste on the EMA site and will support methods to take our recycled materials and use them on the site.
- We will eliminate the use of single-use plastic from the passenger lounge and within the passenger terminal.

Nature and biodiversity

- We will develop and publish a MAG Conservation Strategy that includes measures for EMA in 2025.
- We will prepare an updated EMA Landscape and Habitat Management Plan in 2025–2026.
- We will achieve a minimum of 10% biodiversity net gain on all our development projects within the airport site.
- We will maintain an up-to-date biodiversity benchmarking report and plans that are reviewed regularly
- We will continue to encourage recreational access to the Airport Trail and will work to enhance its landscape and ecological value.

- We will also work with local artists to create additional features and art works along the Airport Trail.
- We will include biodiversity and habitat improvement works as part of our EMA colleague volunteering programme.

Archaeology and heritage

- We will consider the need for archaeological assessments for major development on the EMA site in consultation with North West Leicestershire District Council and Leicestershire County Council
- We will retain specialist archaeological advice as part of the planning process for major new developments on the EMA site.
- Where required we will undertake an appropriate desk-based archaeological assessment, and where necessary carry out field evaluations that are proportionate to the significance of the heritage asset or the historic environment.

Land quality

- As part of our developments and other construction works on the EMA site, we will carry out all the necessary ground investigation and land contamination surveys. Where necessary we will carry out the required remedial works to prevent harm to the natural environment, particularly any local watercourses.

Sustainable construction

- We will work with industry experts to develop and apply a methodology for calculating embodied carbon to reduce the carbon intensity of our development projects.
- All our developments at EMA have clear environmental requirements and responsibilities that must be followed by contractors that are working on our projects.
- Our approach and our requirements for sustainable construction are included in our procurement processes construction and development projects.
- We will apply BREEAM standards to all our major new developments at EMA and will target all new buildings to be certified to an 'Excellent' standard. Where the unique nature of some airport buildings makes this impractical to achieve, our minimum standard will be 'Very Good.'

OUR VISION

We will operate our business and develop the airport in a responsible way, whilst recognising our local impact and the opportunities that EMA brings. We will work to deliver opportunities for quality and worthwhile work in a safe, equitable, inclusive, and diverse working environment.

PRINCIPLES

- Maintain our strong reputation for engaging and working with our local community.
- Be a good neighbour by working to minimise our negative impact and maximise the benefits as much as we possibly can.
- Minimise our negative impact through our Noise Action Plan and mitigation schemes.
- Through career and education opportunities at the airport, work with a range of partners to increase the pipeline of talent into our airport and inspire the next generation of aviation professionals.
- Continue to listen to the views of the local people to understand what matters most to them and ensure that EMA plays a responsible role in our community and the region we serve.

AIMS**Opportunity for All**

- We will support a minimum of 15,000 young people at MAG's three airport Aerozones by 2025. We will ensure that 40% of those attending MAG Connect Aerozone at EMA are from priority areas and priority schools.
- 100% of people completing a MAG Connect Airport Academy programme will be offered an interview with MAG or an on-site partner, and our aim is that at least 80% of people completing the Academy programme at EMA will be successful in gaining a job.
- The MAG Airport Academies will support everybody who approaches us, assisting a minimum of 7,500 people through the Airport Academy by 2025. At least 10% of those taking part in Academy programmes will be from groups defined as 'disadvantaged'.
- Over the next five years we will establish our apprenticeship programme, developing our colleagues and preparing the next generation of airport colleagues for the world of work.

- We will build on our successes of the first EMA Meet the Buyer event and maintain it as an annual event for the region.
- As a demonstration of our commitment, MAG will become a 'Committed' employer under the Government's 'Disability Confident' programme and will seek accreditation to the National Inclusion Standard.
- On our path to be an equal, diverse, and inclusive business, we will set out our ambition and regularly report on our progress through the EMA Consultative Committee and in our annual Sustainability Reports.

Local voices at East Midlands Airport

- To ensure we continue to improve our performance and respond to developments in best practice, we will maintain accreditation to appropriate benchmark(s), publicly reporting the outcomes from any assessment.
- We will continue to undertake regular sustainability materiality and community trust surveys with local stakeholders to assess our relationship and understand their priorities. We will openly report on the responses we receive and what they mean for our plans.
- We will continue to attend meetings of our closest parishes on request, and we will continue with our Community Outreach programme, holding a minimum of six Outreach events each year.
- We will continue to review the EMA Community Flyer to widen its distribution, and we will look for new ways of sending out our news using digital channels and social media platforms.
- We will hold a minimum of two EMA Parish Engagement Forum meetings for local parish councils each year.
- We will continue to develop our links and relationships with our key partners in the East Midlands so that we can understand and contribute to economic growth and sustainable development in Derbyshire, Leicestershire, and Nottinghamshire.
- We will continue to build a culture of volunteering, encouraging all colleagues to use up to two days of paid volunteering, to support selected projects in our local communities. We will support and promote colleagues' volunteering in their local communities. Every MAG leader will contribute to our social value programme every year by undertaking volunteering, and we will continue to work towards our long-term aspiration that 30% of our colleagues participate in volunteering.
- We will continue to operate the EMA Sound Insulation Grant Scheme in line with our legal obligations. We have updated the Scheme to reset the value of grant funding offered to properties 20 years after any previous grant was awarded. We also carried out a review of the sound insulation options available through our SIGS, with a view to improving the range of options for buildings eligible under the scheme. A further review will be undertaken in line with our Future Airspace programme.
- We will continue to offer a Vortex Damage Repair Scheme and a Vortex Protection re-roofing scheme for local properties that have been affected by vortex strikes.

- We have increased the airport's contribution to the East Midlands Airport Community Fund from £50,000 to £55,000, and we will apply CPI inflationary increases annually thereafter. The value of our contribution will be rounded up to the nearest £1,000 after inflation is applied each year. Additionally, we will continue to contribute all the money raised from noise surcharges and noisy aircraft penalties to the Fund. We will continue to carry out regular reviews of the Community Fund to ensure it remains effective.

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
LOCAL PLAN COMMITTEE – WEDNESDAY, 21 MAY 2025



Title of Report	GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE	
Presented by	Chris Elston Head of Planning and Infrastructure	
Background Papers	Good Design SPD National Planning Policy Framework Planning practice guidance North West Leicestershire Local Plan	Public Report: Yes
Financial Implications	The cost of preparing the Good Design Guide is being met from the Planning Skills Delivery Fund received in October 2024.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The preparation of the SPD will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	There are no direct staffing or corporate implications.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	This report presents a draft Good Design for North West Leicestershire Supplementary Planning Document which it is recommended should be subject to a six-week public consultation exercise.	
Recommendations	THAT THE DRAFT GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE SUPPLEMENTARY PLANNING DOCUMENT BE APPROVED FOR PUBLIC CONSULTATION.	

1.0 BACKGROUND

1.1 Since 2007, the Council has improved the design quality of new development, while not compromising the number of planning consents for new homes. In 2017, the first Good Design Supplementary Planning Document (SPD) was produced by the Council which raised the bar still further.

1.2 As set out as a target in the Council Delivery Plan, the Council is working to raise the quality of new development further. As part of this journey, the Council was one of 14 authorities who took part in the National Model Design Code Pilot programme in the summer of 2021 with grant funding from Government. The Council's funding bid, agreed with Government, was to refresh and update the Council's existing Good Design Guide SPD and align it with the National Model Design Code. The new Good Design Guide is the result of that work.

1.3 This new Guide looks to build upon the sound foundation, aspirations and vision set out in 2017, while seeking to respond to challenges identified with stakeholders, as well as evidence from what has been built across the district and what is seen as best practice nationally.

1.4 Since the Council adopted its award winning design initiative, there has been a significant transformation in design quality across the District. It is acknowledged, however, that not all schemes have been a total success, and lessons have been learnt from those which have not reached the design quality expected. However, officers are generally satisfied that many developers have responded positively and enthusiastically to the Council's design expectations.

2.0 THE NEW GOOD DESIGN GUIDE SPD FOR NORTH WEST LEICESTERSHIRE

2.1 One of the key aims in the Council's Delivery Plan 2023-28 is that the Council will secure high quality design in new developments and that a new local design guide Supplementary Planning Document (SPD) will have been produced which developments will need to comply with. Once agreed by Cabinet and then adopted at Local Plan Committee, planning applications will be assessed against the new document.

2.2 An SPD is a document which provides further information about a policy or policies in a development plan. An SPD can be a helpful way to provide guidance on such matters as how a policy should be interpreted in development management decisions, what information applicants need to supply to meet the requirements of a policy and procedural arrangements. Importantly an SPD is not itself part of the development plan, but it is capable of being a material consideration in planning decisions. In addition, an SPD cannot be used to change or add to the policies in the adopted Local Plan. Such policy changes can only be made through the Local Plan Review.

2.3 The guidance contained within the new SPD is based on what the Council has achieved in North West Leicestershire over the last fifteen years, but also how the Council can strive to improve the design quality of developments further. The document explains how good design is measured locally and provides applicants with the clarity and certainty they have asked for.

2.4 The draft SPD has been developed encompassing a series of visits to housing developments both within North West Leicestershire and across the country to inform what constitutes good and best practice. It also showcases examples of the design quality of the development that, if adopted by developers, are more likely to be approved. Some initial informal consultation with stakeholders including the National Forest Company, Leicestershire

County Council Highways, a local housebuilder and planning consultancy took place in 2024 to help inform the development of the document.

2.5 Once adopted, the new SPD will give Council the tools to ensure that the developments that are brought forward, enhance the built environment and are ones that the Council can be genuinely proud of.

2.6 A link to the new draft document can be found here:

[Draft Good Design Guide](#)

3.0 NEXT STEPS

3.1 The views received as a result of the six-week public consultation will be considered and taken into account before the document is reported to Cabinet and then Local Plan Committee for formal adoption later in the year.

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Planning and regeneration - Communities and housing - Clean, green and Zero Carbon - A well-run council
Policy Considerations:	<p>Paragraph 133 of the National Planning Policy Framework (NPPF) states that to provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code.</p> <p>The Good Design Guide will align with national planning policy and the design policy in the new Local Plan.</p>
Safeguarding:	None identified.
Equalities/Diversity:	An Equalities Impact Assessment has been completed.
Customer Impact:	The new Good Design Guide will provide clear clarity for customers on the Councils expectations for the design of new development.
Economic and Social Impact:	New development offers the opportunity to use good design to create healthy, social and economically vibrant places that work well for everyone. The aim of the document is that it will promote good and well-designed buildings and spaces and create meaningful places - places that people can be proud of, will last for generations and help to make people's lives happier and more fulfilling.

Environment, Climate Change and zero carbon:	The new Good Design Guide contains guidance on how to deal with green infrastructure, sustainable drainage, biodiversity, energy consumption and sustainable construction including water management.
Consultation/Community/Tenant Engagement:	Subject to approval by Local Plan Committee, the document will be the subject of public consultation for six weeks beginning in June 2025.
Risks:	If applications are refused as contrary to the Good Design Guide, there is a risk that appeal inspectors may allow a poor-quality development and result in developers submitting schemes of a much lower standard of design on the basis that a precedent has been set. This risk should be mitigated by aligning the Good Design document with national policy contained in the NPPF, the National Model Design Code, design policy in the Council's Local Plan and by consultation with key stakeholders including major house builders.
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