



Scan the code above or visit [www.nwleics.gov.uk/meetings](http://www.nwleics.gov.uk/meetings) for a full copy of the agenda.

Meeting	<b>LOCAL PLAN COMMITTEE</b>
Time/Day/Date	6.00 pm on Monday, 16 December 2024
Location	Forest Room, Stenson House, London Road, Coalville, LE67 3FN
Officer to contact	Democratic Services 01530 454512

### AGENDA

Item		Pages
<b>1</b>	<b>APOLOGIES FOR ABSENCE</b>	
<b>2</b>	<b>DECLARATION OF INTERESTS</b>	
	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.	
<b>3</b>	<b>PUBLIC QUESTION AND ANSWER SESSION</b>	
	To receive questions from members of the public under rule no.10 of the Council Procedure Rules.	
<b>4</b>	<b>MINUTES</b>	
	To confirm and sign the minutes of the meeting held on 13 November 2024	<b>3 - 10</b>
<b>5</b>	<b>LOCAL PLAN- PROPOSED HOUSING ALLOCATIONS - ISLEY WOODHOUSE AND COALVILLE URBAN AREA</b>	
	Report of the Planning Policy and Land Charges Team Manager	<b>11 - 260</b>
<b>6</b>	<b>LOCAL PLAN- PROPOSED EMPLOYMENT ALLOCATIONS: CONSIDERATION OF RESPONSES TO CONSULTATION</b>	
	Report of the Principal Planning Officer	<b>261 - 392</b>

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 Mout  
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 WEDNESDAY, 13 NOVEMBER 2024

Present: Councillor J G Simmons (Chair)

Councillors P Lees, M Ball, S Lambeth, J Legrys, R L Morris, P Moulton, C A Sewell, L Windram, M B Wyatt and C Beck (Substitute for Councillor D Bigby)

In attendance: Councillors A Barker, T Gillard and K Merrie

Officers: Mr I Nelson, Mr C Elston, Mr S Ball, Mr T Devonshire, Ms B Leonard and Ms S Lee

## **19 APOLOGIES FOR ABSENCE**

Apologies were received from Councillor D Bigby

## **20 DECLARATION OF INTERESTS**

Councillor JG Simmons declared that she had been lobbied with respect to the West Whitwick site, but came to the meeting with an open mind.

## **21 PUBLIC QUESTION AND ANSWER SESSION**

There were four questions asked which set out below together with the responses. Each member of the public who asked a question was invited by the Chair to ask one supplementary question which is also set out together with the response.

Question from Ms G Baker

‘For clarity, I am referring to the proposal to build 500 properties on the site you have called West Whitwick, within your draft Strategy Plan.

The committee sets out 11 Plan Objectives, No 7 is to mitigate for climate change and vulnerability for flooding. With reference to the Council’s Flood Risk Strategy AP7 point 5.6 states that ‘developers’ should not place residents at increased risk of flooding. The site is on productive farmland, which is susceptible to flooding close to Church Lane, New Swannington and part of the land drains down a steep valley onto Talbot Lane. There are currently a number of areas of wet land in the base of the valley, which attracts wildlife to the area. Following a recent short period of heavy rainfall, the bottom of Talbot Lane was flooded and an increase in water levels is noticeable, even when the landowner has just legitimately maintained their land drainage. It is therefore difficult to envisage how it is possible to build 500 houses on that site, without substantially increasing the risk of flooding in the area.

If you do go ahead and allow houses to be built in a valley where drainage is already a problem and there are limited options for draining that away effectively from the bottom of the valley on Talbot Lane. What can the Council do to ensure that residents don’t suffer the same or worse drainage and infestations problems which happened recently in Donnington le Heath?’

Response from the Chair of the Local Plan Committee

‘Consistent with the National Planning Policy Framework, proposed draft Local Plan policy AP7 seeks to direct development to areas at least risk of flooding. The land to the west of Whitwick is located within Flood Zone 1, which is the lowest risk area for flooding. The Strategic Flood Risk Assessment for the Local Plan confirms that the site satisfies the Sequential Test as required by national policy.

The draft policy for the site includes a requirement for the incorporation of Sustainable Urban Drainage Systems (SuDS) as part of any future development of the site. SuDS schemes are designed to mimic natural drainage regimes so as to reduce surface water flooding. This is done by slowing the rate of run-off together with areas for holding water on site and releasing it at a rate equivalent to a greenfield site.

Neither the Environment Agency nor the Lead Local Flood Authority (Leicestershire County Council) have raised an objection.’

For her supplementary question, Ms Baker suggested that there were sites within the Whitwick area which had not been selected and which were less prone to flooding according to the Council’s 2016 strategic flood risk assessment and it was unclear to her, when considered with other problems with the West Whitwick site in her view, why they had not been selected instead. Thus, she asked whether site visits to West Whitwick had been made to assess the flood risk assessment or whether Officers had relied on off-site assessments.

The Planning Policy and Land Charges Team Manager advised that more recent work had been taken to assess flood risk than 2016, that Officers consulted the appropriate experts when considering flood risks at a given site, and that further detailed modelling would be undertaken in any application on the site, which would need to satisfy the Environment Agency and Leicestershire County Council.

Question from Mr C Taylor

‘I refer to the inclusion of West Whitwick Valley being a broad location in the draft local plan. The sites earmarked are beautiful, working, rolling countryside with intrinsic character and are all part of the National Forest and, part of them, Charnwood Forest. It is highly rated in your sensitivity study which also states that this can’t be mitigated for.

Councillor Merrie states in the forward that the local plan (and I quote) “protects and seeks to improve the things that are important to people like the Charnwood and National Forests, parks and green spaces”

Neighbouring Thornborough Road (C48) is a continuation and was refused planning permission for 300 houses in 2016/17 due to 3 reasons namely:

- It was felt the development would not protect and enhance the natural environment
- sustainability
- contrary to historic environment aims.

These issues still exist so what has changed that West Whitwick is a broad location in the current draft local plan?’

## Response

‘Whilst the site at Thornborough Road was refused planning permission in 2017, at that time the Council’s current Local Plan was in its final stages of moving to adoption. That plan identified sufficient land elsewhere up to 2031 such that the site was not needed. The new Local Plan is looking ahead to at least 2040. The Council is under an obligation to identify sufficient land to meet the housing needs of the district. Furthermore, the requirement for new housing has increased significantly in recent years.

The Landscape Sensitivity Study is part of the evidence base that has informed recommendations, but it is not the sole determinant. In landscape terms the site is judged to be both more and less sensitive than some other sites. The study also identifies potential mitigation measures which can be incorporated into the design of sites.

Other policies in the plan seek to ensure that future development takes account of both the Charnwood Forest and the National Forest in any design; they do not seek to restrict the principle of development.’

The supplementary question noted that the vast majority of the 500 proposed houses would be built on the steep side of a valley with a stream running through it which was prone to flooding. They therefore questioned whether the allocation was appropriately evidence based.

The Planning Policy and Land Charges referred to the previous answer given to Ms Baker’s supplementary question and reiterated that further studies would be carried out ahead of any future development at the site.

## Question from Mr P Philips

‘In view of the statutory requirement that any significant new development must demonstrate biodiversity net gain, the Council’s own Environmental Policy committing it to protect and enhance the environment and biodiversity in all of its activities and its statement that the construction development of farmland will be avoided wherever possible, how can the inclusion of West Whitwick Valley as a site to be considered for large scale development be reconciled with these requirements on its members and officers?’

## Response from the Chair of the Local Plan Committee

‘The Local Plan has to seek to reconcile the need for new development with the need to protect and, where possible, enhance the environment. To meet future development needs it is inevitable that this will require the development of agricultural land.

A key role of the Local Plan is to identify areas which in principle are considered suitable for development.

The exact details of how the requirements to achieve biodiversity net gain will be met is one for the site promoter or potential developer to consider, but there is no evidence at this time to suggest that such a net gain cannot be achieved.’

The supplementary question asked why development on agricultural land was considered inevitable in light of extensive brownfield land available within the district and nationally, and demographic shifts such as falling birth rates.

The Planning Policy and Land Charges Team manager advised that there was very little brownfield land left to be developed in North West Leicestershire. Housing requirements were based on the Government's standard method and whilst he expressed some reservations about this method, this was the method that Officers were mandated to work with.

Question from Mr J Perry

'Following previous objections made re: the inclusion of West Whitwick Valley in the Local Plan, I have been researching the policy documents for the production of the Local Plan & note that the promoters for the land development have advised NWLDC in detail as to the formulation/structure of that plan. They also suggested various amendments to the plan which were subsequently adopted. I also note that the same promoters are also advising the various landowners for plots C47 and C77 as to how best to get their land included in the Local Plan.

Does this demonstrate sufficient independence, given the significance of these decisions? There appears to be a risk that there could be undue influence to include particular plots of land in the overall plan. '

Response from the Chair of the Local Plan Committee

'The role of Council officers is to advise members based on their professional knowledge and judgement. In terms of preparing a Local Plan this has to be based on good information. This requires liaising with a broad range of different people and organisations, both from within the public sector and the private sector. The latter includes landowners and others promoting sites for development.

It is the case that the site promoter has set out a number of comments on the draft Local Plan policies as they are entitled to do and as have others, whether they are supporting or opposing various aspects of the plan. The responses to all of these comments will be brought before future meetings of this Committee in due course.'

The supplementary question asked whether the Local Plan Committee were relying on information from developers or were they carrying out site visits.

The Planning Policy and Land Charges Team Manager advised that Officers carried out site visits and liaised with a wide number of experts and stakeholders. The role of Officers was to synthesize these pieces of information and present their considered, professional judgements to the Committee.

The Chair thanked the members of the public for their questions. She then invited Councillor T Gillard to speak before the Committee.

Councillor Gillard addressed the Committee. He noted the West Whitwick site was a broad location in the draft Local Plan, noted the site was on rich agricultural land, was unsustainable, and would have significant, detrimental impacts on the already congested

road network locally. He thus wondered why the site had been included and asked the Committee to remove it from the proposed plan.

## **22 MINUTES**

Consideration was given to the minutes of the meeting held on 26 September 2024.

It was moved by Councillor J Legrys, seconded by Councillor P Lees and

RESOLVED THAT:

The minutes of the meeting held on 26 September 2024 be approved and signed by the Chair as a correct record.

## **23 LOCAL PLAN – PLAN PERIOD, HOUSING AND EMPLOYMENT REQUIREMENTS**

The Chair noted two errors contained within the report, which had been corrected in the additional papers which she referred to.

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

Members discussed extending the plan period and the implications of doing so. They were broadly supportive, as doing so would give the Council additional flexibility and latitude, though it was noted that it would increase the number of sites which would need to be allocated for housing and employment.

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

An extensive debate was had about increasing the required annual number of dwellings. One group of Members suggested that they were opposed to the increase as the current figure of 686 had been derived from known requirements and there was no uncertainty around that figure at this moment. Alternatively, some Members felt that proactively increasing the requirement in expectation of possible future increases in the housing requirement would be prudent, as these prospective changes would already be accommodated in the plan, which was subject to significant time pressures.

The Planning Policy and Land Charges Team Manager advised why the proactive approach was preferable, set out the reasons for expecting a higher minimum requirement in the future and the timeline for expecting the new Statement of Common Ground with other local authorities in Leicestershire, and said that there was no reason to expect or plan for a higher figure than 727. He also clarified that the 727 figure would require the allocation of additional sites in the draft plan, and if this meant significant moderation to the draft plan was required, consideration would be given to undertaking further public consultations, though he was wary of the time pressures. The issue of consultation would be decided at the Local Plan Committee meeting on 16 December 2024.

The Legal Advisor said that this was an evolving process, and Members must keep an open mind and be led by the evidence presented to them.

The Principal Planning Policy Officer presented the final parts of the report.

Members suggested that the proposed increases seemed very large, but Officers emphasised that the proposed figures were solely for transport modelling purposes. They were trying to plan for contingencies against a tight deadline and the imperative was to keep the process moving forwards.

In response to a Member, the Head of Planning and Infrastructure advised on the Development Consent Order relating to the proposed Freeport. Development Consent Orders were a different regime to Planning Applications, the Council would be simply a consultee and the decision would be made by the Secretary of State. Potential improvements to Junction 24 of the M1 were also known to Officers, although as they were only in a very early stage, the relevant information had not been shared with Members. It was agreed that Officers would share the information with Members and impacted parish councils.

The Planning Policy and Land Charges Team Manager added that the Freeport would be a significant contributor to the economy of the District and thus also the housing need and consideration of this must be integrated into the Local Plan.

The Chair advised that Members would be considering each individual recommendation within the report separately.

The Officers recommendation (i) was moved by Councillor R Morris and seconded by Councillor M Ball.

The Chair put the motion to the vote. A recorded vote being required, the voting was as detailed below.

RESOLVED THAT:

The plan period for the new Local Plan be extended to 2042.

The Officers recommendation (ii) was moved by Councillor P Lees and seconded by Councillor R Morris.

The Chair put the motion to the vote. A recorded vote being required, the voting was as detailed below.

This motion was lost.

The Officers recommendation (iii) was moved by Councillor J Legrys and seconded by Councillor P Lees.

The Chair put the motion to the vote. A recorded vote being required, the voting was as detailed below.

RESOLVED THAT:

Provision be made for a minimum of 45.8HA of land for industrial/non-strategic warehousing.

The Officers recommendation (iv) was moved by Councillor P Lees and seconded by Councillor J Legrys.

The Chair put the motion to the vote. A recorded vote being required, the voting was as detailed below.



## RESOLVED THAT:

A working figure of 200-250 HA of land for strategic warehousing be used for the purpose of transport modelling work, in the absence at this time of more up to date requirements.

<b>Motion to approve officer recommendation (i) (Motion)</b>	
Councillor Jenny Simmons	For
Councillor Paul Lees	For
Councillor Mike Ball	For
Councillor Simon Lambeth	For
Councillor John Legrys	For
Councillor Ray Morris	For
Councillor Peter Mout	For
Councillor Carol Sewell	For
Councillor Lee Windram	For
Councillor Michael Wyatt	For
Councillor Catherine Beck	For
<b>Carried</b>	
<b>Motion to approve officer recommendation (ii) (Motion)</b>	
Councillor Jenny Simmons	For
Councillor Paul Lees	For
Councillor Mike Ball	For
Councillor Simon Lambeth	Against
Councillor John Legrys	Against
Councillor Ray Morris	For
Councillor Peter Mout	Against
Councillor Carol Sewell	Against
Councillor Lee Windram	Against
Councillor Michael Wyatt	Against
Councillor Catherine Beck	Against
<b>Rejected</b>	
<b>Motion to approve officer recommendation (iii) (Motion)</b>	
Councillor Jenny Simmons	For
Councillor Paul Lees	For
Councillor Mike Ball	For
Councillor Simon Lambeth	For
Councillor John Legrys	For
Councillor Ray Morris	For
Councillor Peter Mout	For
Councillor Carol Sewell	For
Councillor Lee Windram	For
Councillor Michael Wyatt	For
Councillor Catherine Beck	For
<b>Carried</b>	
<b>Motion to approve officer recommendation (iv) (Motion)</b>	
Councillor Jenny Simmons	For
Councillor Paul Lees	For
Councillor Mike Ball	For
Councillor Simon Lambeth	For
Councillor John Legrys	For
Councillor Ray Morris	For
Councillor Peter Mout	For
Councillor Carol Sewell	For
Councillor Lee Windram	For

Councillor Michael Wyatt	For
Councillor Catherine Beck	For
<b>Carried</b>	

The meeting commenced at 6.03 pm

The Chairman closed the meeting at 7.39 pm

**NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL**  
**LOCAL PLAN COMMITTEE – MONDAY 16 DECEMBER 2024**



<b>Title of Report</b>	<b>LOCAL PLAN – PROPOSED HOUSING ALLOCATIONS – ISLEY WOODHOUSE AND COALVILLE URBAN AREA</b>	
<b>Presented by</b>	Ian Nelson Planning Policy and Land Charges Team Manager <a href="mailto:ian.nelson@nwleicestershire.gov.uk">ian.nelson@nwleicestershire.gov.uk</a>	
<b>Background Papers</b>	<p>Report to Local Plan Committee - 27 October 2021 <a href="#">Development Strategy Local Plan Committee Report.pdf</a></p> <p>Report to Local Plan Committee – 27 September 2022 <a href="#">Local Plan Review - Development Strategy Local Plan Committee Report.pdf</a></p> <p>Report to Local Plan Committee – 17 January 2024 <a href="#">Agenda for Local Plan Committee on Wednesday, 17th January, 2024, 6.00 pm - North West Leicestershire District Council</a></p> <p>Report to Local Plan Committee – 22 May 2024 <a href="#">Agenda for Local Plan Committee on Wednesday, 22nd May, 2024, 6.00 pm - North West Leicestershire District Council</a></p> <p>Report to Local Plan Committee – 13 November 2024 <a href="#">Local Plan Plan period Housing and Employment requirements Local Plan Committee Report.pdf</a></p>	<b>Public Report:</b> Yes

	<p><a href="#"><u>Draft North West Leicestershire Local Plan 2024</u></a></p> <p><a href="#"><u>National Planning Policy Framework (publishing.service.gov.uk)</u></a></p> <p>Responses to Regulation 18 consultation <a href="#"><u>New Local Plan - North West Leicestershire District Council</u></a></p> <p><a href="#"><u>Area of Separation study (2019)</u></a></p> <p><a href="#"><u>Area of Separation Study update (May 2002)</u></a></p> <p><a href="#"><u>Area of Separation study – assessment of potential housing sites (2023)</u></a></p> <p><a href="#"><u>Area of Separation study – assessment of potential housing sites (2023) (Appendix 3)</u></a></p> <p><a href="#"><u>Sustainability Appraisal Stage B: Options Assessment (2024)</u></a></p> <p><a href="#"><u>Sustainability Appraisal Stage B : Appendix B (2024)</u></a></p> <p><a href="#"><u>Strategic Housing and Economic Land Availability Assessment (2021)</u></a></p> <p><a href="#"><u>North West Leicestershire Local Plan – Inspectors Report (2017)</u></a></p> <p><a href="#"><u>Statement of Community Involvement</u></a></p> <p><a href="#"><u>Infrastructure Delivery Plan Part 2</u></a></p> <p><a href="#"><u>Site Assessments</u></a></p>	
--	--	--

<b>Financial Implications</b>	The cost of the Local Plan Review is met through existing budgets which are monitored on an ongoing basis.
	<b>Signed off by the Section 151 Officer:</b> Yes
<b>Legal Implications</b>	The Local Plan must be prepared in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012, be consistent with national policies and based on robust and up to date evidence.
	<b>Signed off by the Monitoring Officer:</b> Yes
<b>Staffing and Corporate Implications</b>	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.
	<b>Signed off by the Head of Paid Service:</b> Yes
<b>Purpose of Report</b>	To consider the comments made in respect of the proposed housing allocations included in the Regulation 18 Plan and to agree the preferred sites to take forward for allocations in the regulation 19 plan.
<b>Recommendations</b>	<p><b>THAT SUBJECT TO THE OUTCOME OF FURTHER WORK INCLUDING TRANSPORT MODELLING, VIABILITY ASSESSMENT AND INFRASTRUCTURE REQUIREMENTS THAT LOCAL PLAN COMMITTEE AGREES THAT:</b></p> <p>(I) LAND SOUTH OF THE A453 AND EAST MIDLANDS AIRPORT BE ALLOCATED AS A NEW SETTLEMENT FOR ABOUT 4,250 DWELLINGS WITH 1.950 DWELLINGS UP TO 2042.</p> <p>(II) LAND AT CHURCH VIEW, GRANGE ROAD, HUGGLESCOTE (C61) AND 186, 188 AND 190 LONDON ROAD, COALVILLE (C83) BE NOT ALLOCATED IN THE REGULATION 19 VERSION OF THE PLAN FOR THE REASONS SET OUT IN SECTION 7 OF THIS REPORT.</p> <p>(III) LAND OFF THORNBOROUGH ROAD (C18) BE PROPOSED TO BE ALLOCATED FOR AROUND 105 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN SUBJECT TO THE OUTCOME OF FURTHER CONSULTATION.</p> <p>(IV) LAND AT TORRINGTON AVENUE WHITWICK (C19A) FOR AROUND 242 DWELLINGS AND LAND OFF STEPHENSON WAY COALVILLE</p>

	<p><b>(C19B) FOR AROUND 700 DWELLINGS BE PROPOSED TO BE ALLOCATED FOR HOUSING IN THE REGULATION 19 VERSION OF THE PLAN SUBJECT TO SUBJECT TO THE OUTCOME OF FURTHER CONSULTATION AND:</b></p> <p><b>(A) SECURING VEHICULAR ACCESS FROM STEPHENSON WAY THROUGH TO HALL LANE; AND</b></p> <p><b>(B) THE REMAINDER OF THE AOS NORTH OF THE FORMER MINERAL RAILWAY (EXCLUDING THAT OCCUPIED BY COALVILLE RUGBY CLUB) BEING RETAINED AS UNDEVELOPED LAND IN PERPETUITY; AND</b></p> <p><b>(C) THE DESIGN OF ANY DEVELOPMENT TAKING INTO ACCOUNT THE PROXIMITY TO COALVILLE RUGBY CLUB SUCH THAT THERE WOULD BE NO ADVERSE IMPACT UPON THE OPERATION OF THE RUGBY CLUB CONSISTENT WITH THE PRINCIPLE OF THE AGENT OF CHANGE</b></p> <p><b>(V) LAND AT BROOM LEYS FARM, BROOM LEYS ROAD, COLAVILLE (C46) BE PROPOSED TO BE ALLOCATED FOR AROUND 266 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN.</b></p> <p><b>(VI) LAND SOUTH OF CHURCH LANE, NEW SWANNINGTON (C48) BE PROPOSED TO BE ALLOCATED FOR AROUND 283 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN.</b></p> <p><b>(VII) LAND AT KIRTON ROAD, COALVILLE (C73) BE PROPOSED TO BE ALLOCATED FOR AROUND 170 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN SUBJECT TO THE OUTCOME OF FURTHER CONSULTATION.</b></p> <p><b>(VIII) LAND AT LILY BANK THRINGSTONE (C74) BE PROPOSED TO BE ALLOCATED FOR AROUND 64 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN</b></p> <p><b>(IX) LAND AT COALVILLE LANE/RAVENSTONE ROAD (R17) BE PROPOSED TO BE ALLOCATED FOR AROUND 153DWELLINGS</b></p>
--	--

	<p><b>IN THE REGULATION 19 VERSION OF THE PLAN.</b></p> <p><b>(X) LAND AT WEST OF WHITWICK (C47, C77, C78, C81 AND C86) BE PROPOSED TO BE ALLOCATED FOR AROUND 350 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN.</b></p> <p><b>(XI) LAND SOUTH OF THE GREEN DONINGTON LE HEATH (C90) BE PROPOSED TO BE ALLOCATED FOR AROUND 62 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN SUBJECT TO THE OUTCOME OF FURTHER CONSULTATION.</b></p> <p><b>(XII) THE FORMER HERMITAGE LESIURE CENTRE, SILVER STREET, WHITWICK (C92) BE PROPOSED TO BE ALLOCATED FOR AROUND 32 DWELLINGS IN THE REGULATION 19 VERSION OF THE PLAN.</b></p> <p><b>(XIII) THAT AN ALLOWANCE BE MADE FOR 200 DWELLINGS FROM SITES IN AND AROUND COALVILLE TOWN CENTRE, SUBJECT TO SPECIFIC SITES BEING IDENTIFIED IN THE REGULATION 19 PLAN.</b></p>
--	---

## **1 INTRODUCTION**

- 1.1 The Local Plan Committee of 17 January 2024 agreed the draft housing and employment allocations for consultation purposes. The consultation was undertaken between 5 February and 17 March 2024.
- 1.2 A report to the 22 May 2024 meeting of this Committee received a report which provided an overview of the responses to the consultation in respect of the numbers and sources of representatives.
- 1.3 This report is concerned with housing sites in the Coalville Urban Area and also the proposed new settlement (Isley Woodhouse). A report to the 29 January 2025 meeting of this committee will consider the housing sites in the remaining settlements. Its overarching purpose is to enable the Committee to make some key decisions so that the Local Plan can progress. The report deals with the following matters:
- Reports and responds to the matters raised in connection with the proposed housing sites in the Coalville Urban Area and the proposed new settlement (Isley Woodhouse) during the Regulation 18 consultation (February to March 2024)
  - Recommends which sites it is considered should be taken forward for allocations as part of the Regulation 19 plan, **subject to** the outcome from

other evidence base work, including transport modelling, infrastructure planning and viability assessment.

## 2 STRUCTURE OF THIS REPORT

2.1 This report is structured as follows:

- Section 3 provides background information, including a brief overview of the number of responses to the consultation, how sites have been assessed and outlines some matters of relevance to all of the sites.
- Section 4 outlines the requirements that the plan needs to address.
- Section 5 considers the issue of how the proposed housing is to be distributed across the district based on the agreed Settlement Hierarchy.
- Sections 6 the proposed new settlement
- Section 7 addresses the Coalville Urban Area
- Section 8 sets out the next steps in moving the plan forward.

2.2 In accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 the Council is required to “take into account any representations made to them”. Attached separately are appendices B to S for each proposed housing site which have the following information:

- Site number – this corresponds to the Strategic Housing and Economic Land Availability Assessment (SHELAA)
- Site name – as above
- Main issues raised – this summarises and groups together the various comments made. It should be noted that not all respondents necessarily made exactly the same points, but made comments on similar themes
- Council response – officers have provided a response to the comments
- Action – this summarises any actions required in response to the comments made
- Respondents ID – each person/ organisation responding to the consultation was given a unique number
- Respondents name

2.3 The appendices are included separately to enable members to be able to have easy access to both the report and the appendices at the same time.

## 3 BACKGROUND

### Consultation responses

3.1 When the draft Local Plan was consulted upon earlier in 2024, 637 comments were received in respect of the individual proposed housing allocations. These were broken down as set out in Table 1 below

Table 1 – number of responses to each proposed housing allocation

Site	No. of responses
C46 - Broom Leys Farm, Coalville	53
C48 - South of Church Lane, New Swannington	69
C50 - Jack's Ices, Standard Hill, Coalville	5
C61 - Church View, Hugglescote	5



C74 - Lily Bank, Thringstone	10
C83 - 186, 188 and 190 London Road, Coalville	7
R17 - Coalville Lane / Ravenstone Road, Coalville	5
Broad Location - West Whitwick	111
C92 - Former Hermitage Leisure Centre, Whitwick	9
Coalville Town Centre	3
A5 - Money Hill, Ashby	13
A27 - South of Burton Road, Ashby	6
CD10, Park Lane, Castle Donington	21
Ib18, Leicester Road, Ibstock	47
Ap15/Ap17, Measham Road, Appleby Magna	12
D8 - Ramscliff Avenue, Donisthorpe	9
E7 - Midland Road, Ellistown	18
H3 - Adjacent Sparkenhoe Estate, Heather	5
Mo8 - Ashby Road, Moira	5
Oa5 - School Lane, Oakthorpe	5
P4 - Normanton Road, Packington	8
R12 - Heather Lane, Ravenstone	11
IW1 - Isley Woodhouse	205

3.2 In addition to the above, a number of representations were also received from landowners/ promoters to sites that are included in the SHELAA but were not included in the draft Local Plan, together with additional sites that are not included in the SHELAA. These are listed and mapped at Appendix A of this report.

#### Evidence base update

3.3 The report to this Committee on 17 January 2024, which agreed the draft allocations, outlined how the sites had been assessed using a combination of:

- Site proformas
- Sustainability Appraisal by the Council's consultants and
- Site assessment which brought together information from both of the above

3.4 The report also noted that a number of sites had not been assessed as they were submitted after a cut-off date, but that they would be assessed. These sites, together with those submitted in response to the consultation are listed at Appendix A of this report.

3.5 In terms of the Sustainability Appraisal, an updated version of this can be viewed from this [link](#). The updated report includes the assessment of all additional sites, whether previously submitted or submitted in response to the consultation on the draft plan. It also updates the assessment of the sites proposed in the draft plan to take account of comments made in response to the consultation together with queries raised by officers.

3.6 Further work in respect of the Infrastructure Delivery Plan (IDP) has now been completed in respect of the non-transport related infrastructure, such as education and health facilities. This can be viewed from this [link](#). The IDP will inform the

subsequent site-specific policies that will be prepared for the Regulation 19 plan. As previously advised, transport matters will be considered when the outcome from transport modelling work is known.

#### Site allocation requirements

- 3.7 The draft allocations document identified requirements to be applied to individual sites. Some of these requirements were site specific, for example, where an access to the highway network should be taken from. However, some of the requirements were generic in nature. For example, requirements for the provision of plots for self and custom build housing or biodiversity net gain. This was partly to reassure local residents as to what would be required from each development, particularly as the draft policies had been published separately. A number of responses, particularly from developers, landowners and consultants made the point that these were not site specific and merely repeated other policies and therefore were not required.
- 3.8 The National Planning Policy Framework (NPPF) is clear that local plans should avoid “unnecessary duplication of policies that apply to a particular area” (paragraph 16). The Government consulted upon proposed changes to the NPPF earlier this year. No changes were proposed in respect of this matter. Therefore, when the Regulation 19 plan is agreed at a later date it will be necessary to remove the following from the site-specific policies:
- Criteria relating to Biodiversity Net Gain as the matter is adequately dealt with by draft Policy En1.
  - References to the River Mease catchment can be removed from individual site policies as this is addressed in draft Policy En2.
  - The provision of affordable housing in accordance with draft Policy H5
  - The provision of self-build and custom housebuilding is addressed by draft Policy H7.
  - The provision of surface water drainage schemes (i.e. Sustainable urban Drainage Schemes (SuDS) Policy AP8).
- 3.9 In addition to the above, it may be necessary to make other changes to the wording from that proposed in the draft plan. This will be done as part of agreeing the Regulation 19 plan at a later date.
- 3.10 Whilst this report recommends the allocation of various sites to address the identified housing requirement, their actual allocation will only be confirmed when a Regulation 19 plan is agreed at a future meeting of Council. Any final recommendations will be subject to the outcome of transport modelling work, the ongoing work on an Infrastructure Delivery Plan (further to the report to date referenced in the Background Papers section of this report) and the viability assessment, together with other technical pieces of evidence. Whilst this Committee are not making final decisions, it is vital that there is a clear ‘direction of travel’ in order that these additional pieces of evidence work can be commissioned and developed.

## **4 THE REQUIREMENTS**

- 4.1 At the meeting of this Committee on 13 November 2024 it was agreed that the housing requirement should be a minimum of 686 dwellings each year for the plan

period to 2042. This results in a requirement to find additional sites for 7,147 dwellings.

Table 2– Housing Land Supply position at 1 April 2024

		No of dwellings
A	Annual housing requirement	686
B	Housing requirement 2024-42 (A x 18)	12,348
C	10% flexibility allowance (B x 10%)	1,235
D	Total requirement (B + C)	13,583
E	Commitments from major sites (10+ dwellings) 2024 to 2042	6,436
F	Residual requirement to be allocated in Local Plan (D – E)	7,147

## 5 THE DISTRIBUTION OF HOUSING

- 5.1 This Committee previously considered various options for how housing should be distributed across the district. At its meeting 27 September 2022, it was agreed that option 7b provide the basis for housing distribution following consultation in early 2022. Option 7b proposed the following distribution.

Table 3 – proportions of housing based on option 7b

	Proportion from Option 7b (%)
Principal Town	35
New settlement	35
Key Service Centre	15
Local service Centre	10
Sustainable Villages	5
Total	100

- 5.2 The proposals in the draft Local Plan did not match this exactly, primarily because the provision in the Principal Town (Coalville Urban Area) was only 30% of the overall provision, whilst in the Key Service Centres (Ashby de la Zouch and Castle Donington) it was higher at 20%.
- 5.3 The provision in the Principal Town was less because members were concerned that to achieve the agreed proportion would result in the loss of land in the Area of Separation between Coalville and Whitwick. The report to the meeting of this Committee on 17 January 2024 noted that some additional sites had already been put forward for the Coalville Urban Area which had yet to be assessed and/or additional sites might come forward through the consultation process. The report also noted that any shortfall would need to be addressed at a later stage, which this report now covers.
- 5.4 In terms of the Key Service Centres, the higher percentage than option 7b was due to the large scale of individual sites that were available and that it was not appropriate to artificially reduce sites accordingly.
- 5.5 Based on the residual requirement identified in Table 2 the distribution of housing development would be as set out below in Table 4.

Table 4– distribution of housing required based on option 7b and residual requirement

	<b>Proportion from Option 7b (%)</b>	<b>Total provision based on residual of 7,147</b>
Principal Town	35	2,501
New settlement	35	2,501
Key Service Centre	15	1,072
Local Service Centre	10	715
Sustainable Villages	5	358
Total	100	7,147

- 5.6 As members will be aware from previous reports it will be necessary to demonstrate that whatever is proposed is deliverable. A failure to do so could result in the plan being found not sound at examination.
- 5.7 Previous reports to this Committee have considered the issue of deliverability in respect of the proposed new settlement at Isley Woodhouse. In particular, a report to the 27 October 2021 meeting noted that national research suggests that large scale developments, such as new settlements, can take some time to come to fruition. If build rates are less than anticipated, then this represents a risk to the plan strategy. For this reason the draft plan was predicated on the basis of up to 1,900 dwellings coming forward during the plan period, with a start on site in 2028. The site promoter did not agree with this assessment as noted in the report to this Committee on 17 January 2024, where it was noted that they considered that 2,425 dwellings could be delivered by 2040 with development starting as early as 2027.
- 5.8 In addition to the new settlement, there are also other large-scale developments proposed for this part of the district, including the site of the proposed Freeport and land to the west of Castle Donington. Furthermore, large scale development at the former Ratcliffe Power Station in Nottinghamshire is also planned. All of these developments, together with smaller development elsewhere in Kegworth and other nearby settlements, will all impact upon the strategic highway network, particularly J24 of the M1.
- 5.9 Various pieces of transport modelling work are currently being undertaken by various site promoters working together. However, it will be some time before this work is completed. Development starting in either 2027 or 2028 is, therefore, considered unrealistic.
- 5.10 Previous reports to this committee have noted that independent research has identified that strategic sites, such as a new settlement, take time to come to fruition. Relying upon delivery in the first five years of the plan (post adoption in say 2027) represents a high risk in view of the lack of reliable evidence at this time, particularly that relating to transport matters. If it was to be demonstrated that development either would not be deliverable or be at lesser amount and that there would not, therefore, be a five-year supply, then the plan will fail.
- 5.11 Therefore, it is suggested that a start date of 2032/33 be assumed for the new settlement (and also land west of Castle Donington). As a result, the total amount of

development likely from the new settlement up to 2042 would be 1,950 dwellings or about 27% of the residual requirement. This is some 551 dwellings and 8% less than table 4 above. This will need to be accommodated elsewhere in the district.

- 5.12 In the event that it is necessary to recommend the deletion of any sites proposed in the draft Local Plan, then in the first instance these should be replaced in the same settlement wherever possible, or failing this at the same settlement level or higher (e.g. if sites are proposed to be removed in the Coalville Urban Area, then they should be replaced in the Coalville Urban Area unless there are demonstrable reasons as to why this cannot happen).

## **6 CONSULTATION RESPONSES – NEW SETTLEMENT**

### What is the requirement?

- 6.1 Under option 7b and with a plan period to 2042 and an annual housing requirement of 686 dwellings the requirement would be 2,501 dwellings.
- 6.2 As outlined in section 5 of this report, this amount of development is considered unrealistic based on existing evidence. Therefore, up to 2042 a figure of 1,950 dwellings is considered to be more realistic.
- 6.3 As noted above in table 1, there were some 205 responses to the proposed new settlement. The issues raised include:
- Impact upon the rural nature of this part of the district, including wildlife and the landscape
  - Loss of agricultural land
  - Increased risk of flooding
  - Will be a dormitory town which will not be sustainable and out of keeping with the local area
  - Potential impact of noise from both East Midlands Airport and Donington Park Racetrack
  - Potential impact upon heritage features, the highway network and infrastructure
  - Other developers, landowners and site promoters question whether 1,900 dwellings would be delivered by 2041
  - Impact upon Diseworth
  - Potential to compromise operations at East Midlands Airport, Donington Park and quarries at Breedon and Cloud Hill
- 6.4 The responses are considered at Appendix B of this report.
- 6.5 This site attracted the greatest number of responses, which is not surprising in view of its scale. A development of such a scale will inevitably have impacts, but there is no evidence at this time to suggest that these could not be mitigated and nor do they change the overall suitability of the proposed strategy of the plan.
- 6.6 Notwithstanding these comments, adopting a different strategy by not allocating the site would mean needing to find sites for 1,900 dwellings elsewhere across the district. Based on sites identified in the SHELAA this appears to be feasible but would put significant pressure upon existing settlements and infrastructure. It would also mean that the Local Plan was not consistent with the provisions of the Strategic Growth Plan for Leicester and Leicestershire. Whilst this is not a formal plan, it

provides a framework for planning across Leicester and Leicestershire and has been prepared and agreed by all the authorities. It also starts to address longer term needs beyond the end of the plan period.

- 6.7 The site promoters are continuing to develop their plans for the site. It is likely that a planning application will be submitted before the Council agrees a Regulation 19 plan. Whilst this is not ideal, it is not something the Council has control over. It is important therefore, that the Council continues to liaise with the promoters, including sharing information.
- 6.8 One of the issues raised in the consultation responses is that of the impact of noise on future residents of the new settlement. Consultants have been engaged to provide advice to the Council. This will include taking appropriate noise readings from both Donington Park and East Midlands Airport and assessing any potential implications for the site (e.g. in terms of capacity/mitigation). This work will be completed in spring 2025 when race meetings have started again and will be reported to a future meeting of this Committee.
- 6.9 In addition to the issue of noise, consultants have also been engaged to address the issue of separation between Diseworth and the new settlement. This is due to be available in early 2025 and will be reported to a future meeting of this Committee.

**It is recommended that:**

- **land south of the A453 and East Midlands Airport be taken forward in the Regulation 19 version of the plan as a new settlement with a total site capacity of 4,250 dwellings of which 1,950 dwellings would be provided up to 2042.**

## **7 CONSULTATION RESPONSES HOUSING - PRINCIPAL TOWN**

What is the requirement?

- 7.1 Under option 7b with a plan period to 2042 and an annual housing requirement of 686 dwellings the requirement for the Coalville Urban Area would be 2,501 dwellings.
- 7.2 As outlined in section 6 of this report, the amount of development likely from the new settlement is less than that required under option 7b, by some 551 dwellings. Therefore, consideration needs to be given as to how much, if any, additional dwellings could be accommodated in the Coalville Urban Area to address this shortfall.
- 7.3 The following sites were proposed in the draft Local Plan

Table 5 – housing sites proposed in the draft Local Plan – Principal Town

<b>Site Reference</b>	<b>Site Address</b>	<b>Number of dwellings (Approximate)</b>
<b>Principal Town</b>		<b>1,666</b>
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

- 7.4 The consultation responses to the proposed sites can be viewed at Appendices C to L of this report.

#### Summary of responses

- 7.5 All the proposed sites attracted some form of representation. The Broad Location West of Whitwick attracted 111 responses, whilst land south of Church Lane, New Swannington (C48) attracted 69 responses and land at Broom Leys Farm (C46) attracted 53 responses.
- 7.6 Comments were predominantly from local residents expressing concern about proposed development. In particular concerns were raised in respect of the potential impact on roads, including safety and congestion, local infrastructure such as schools and doctors, and environmental impacts including, flooding and wildlife/biodiversity. Comments from developers and landowners included queries whether some sites would deliver the amount of housing specified and so require the allocation of other sites, whilst others stated their support for the allocation of specific sites. Leicestershire County Council raised concerns regarding a number of sites in their role as Highway Authority and also as the Minerals and Waste Authority. Whitwick Parish Council and Hugglescote and Donington le Heath Parish Council also raised concerns in respect of a number of the proposed sites.

#### Sites proposed in draft plan

- 7.7 Of the sites proposed in the draft plan, all received some form of support from a landowner or developer, with the exception of sites C61 (Church View, Grange Road, Hugglescote) and C83 (186, 188 and 190 London Road, Coalville). Both sites were also the subject of various other representations including from residents (both), the Highway Authority (C83) and developers querying their deliverability (both). In view of the need to be able to demonstrate that whatever sites are proposed are deliverable, in the absence of any landowner support it would not be appropriate to continue with these allocations.
- 7.8 Since the draft Local Plan was prepared, Planning Committee has resolved to grant planning permission for 100 dwellings on the site at Jack's Ices, north of Standard Hill, Hugglescote (site C50). This is now included in the Commitments figure at Table 2. In the draft plan it had been assumed that this site would deliver 108 dwellings.
- 7.9 In addition, initial work undertaken by the promoters of the West of Whitwick Broad Location suggests that a figure of 350 dwellings would be a more reasonable assumption than the 500 dwellings included in the draft plan.

- 7.10 The draft plan included a figure of 200 dwellings from sites as part of the regeneration of Coalville Town Centre. Permission has now been granted for 28 apartments on land at Needhams Walk (22/00819). However, it is not included in the commitment figure at Table 2, so this can form part of the allowance for regeneration sites. A planning application has been submitted for 77 apartments on land north of Baker Street (23/01660), whilst the proposals for the redevelopment of the former Council Offices are moving forward with the appointment of consultants to prepare a masterplan for the site. These three sites could, therefore, potentially deliver in the region of at least 150 dwellings, potentially more. In addition, a number of other potential sites are still being investigated.
- 7.11 At the present time it is considered appropriate to continue to make an allowance for 200 dwellings from Coalville Town Centre Regeneration sites. However, more work needs to be undertaken to establish exact numbers and sites by the time that Council is asked to agree a Regulation 19 plan. A failure to do so would represent a risk to the plan at Examination.
- 7.12 In terms of the remaining sites proposed in the draft Local Plan, notwithstanding the various representations made, it is recommended that the remaining allocations proposed in the draft Local Plan be taken forward, subject to the outcome of other work, including transport modelling and viability.
- 7.13 Taking account of the above, the provision for the Coalville Urban Area is reduced to 1,348 dwellings as set out in Table 6 below. This is some 1,153 dwellings less than required under Option 7b.

Table 6 – implications for housing provision Coalville Urban Area

	Dwellings
Allocations in draft Local plan	1,666
Less	
C61 - Church View, Grange Road, Hugglescote	10
C83 - 186, 188 and 190 London Road, Coalville	50
C50 - Jack's Ices, North of Standard Hill, Coalville	108
Reduced capacity at West of Whitwick Broad locations	150
Remaining proposed allocations	1,348

- 7.14 Having regard to the above, consideration now needs to be given as to how this shortfall can be addressed. These could be sites in the existing Strategic Housing and Economic Land Availability Assessment (SHELAA) or ones which have come forward since the SHELAA was prepared. In the first instance this should be sites within the Coalville Urban Area. Only if there are sound planning reasons as to why this is not possible should consideration be given to redirecting development elsewhere.

**It is recommended that:**

- **Land at Church View, Grange Road, Hugglescote and 186, 188 and 190 London Road, Coalville be not taken forward in the Regulation 19 version of the plan.**



Potential new sites - sites put forward since the completion of the SHELAA

- 7.15 The following new sites were put forward since the completion of the SHELAA:
- C88 – Land east of Grace Dieu Road Whitwick
  - C89 – Land between Swannymote Road and Oaks Road Whitwick
  - C90 – Land south of The Green Donington le Heath
  - C91 – Land south of Ashburton Road Hugglescote
- 7.16 These new sites are identified on the map at Appendix A. Site assessment for these four new sites have been undertaken and are included in the Site Proformas which can be viewed from the link at the beginning of this report. Sites C90 and C91 were the subject of specific representations to the draft plan and these are included as Appendix R and S.
- 7.17 Neither site C88 nor C89 were the subject of any representations to the draft Local Plan consultation on behalf of landowners or developers. In the absence of such support, and notwithstanding other considerations, and in view of the need to be able to demonstrate that whatever sites are proposed are deliverable, it would not be appropriate to allocate either of these sites.
- 7.18 In respect of sites C90 and C91, they have both been subject to assessment as part of the Sustainability Appraisal. The two sites score virtually identically to each other. Generally speaking, they score neither better nor worse than other sites in the Coalville Urban Area, scoring very positively and very negatively against the same factors as other sites. One exception is C91 which scores very poorly against SA15 (Conserve and enhance the character, diversity and local distinctiveness of the district's build and historic heritage), one of the few sites to score poorly against this factor. This reflects the site's location close to the Donington le Heath Manor House as well as the Church of St John the Baptist, both listed buildings and the Donington le Heath Conservation Area and Hugglescote Conservation Area.
- 7.19 Further details regarding the impact of C91 on the heritage matters is included at Appendix S.
- 7.20 In terms of other matters, the Highway Authority does not currently consider either site to be unacceptable in highway terms. However, it advises that further work is required in respect of both visibility requirements and pedestrian access and connectivity in respect of site C90. In respect of C91 they have advised that further work is required to demonstrate forward visibility and consideration of the impact upon the Hugglescote crossroads.
- 7.21 In respect of land at Ashburton Road (C91) it is considered that at this time there is insufficient evidence to demonstrate that development would not have an unacceptable impact upon heritage features. However, it is considered that there is no reason to not propose to allocate land at the Green Donington le Heath (C90). This would be for 62 dwellings, subject to resolving any outstanding highway matters.
- 7.22 This would bring the total provision in the CUA to 1,410 dwellings (1,348 dwellings (paragraph 7.13) plus 62 dwellings) and a shortfall of 1,091 dwellings against option 7b.

**It is recommended that:**

- **Land south of The Green Donington le Heath (C90) be proposed to be allocated for around 62 dwellings in the Regulation 19 version of the plan.**

7.23 The only remaining potential source of sites are those included in the SHELAA.

Potential new sites - sites from the SHELAA

7.24 Appendix T of this report lists all remaining sites in the SHELAA in the Coalville Urban Area and which were not included as part of the draft Local Plan. The reasons for exclusion include various constraints such as access or impact on heritage or environmental features or concerns about highway issues, but also deliverability issues (a key test for any allocation) and size of site, as well as conflict with the existing Local Plan by virtue of being located within the Coalville/Whitwick Area of Separation (AoS).

7.25 Of those sites not located in the AoS only that at Kirton Road, Coalville (C73) is considered suitable for allocation as reasons for the exclusion of the site from the draft plan are not considered to be sufficiently robust to withstand challenge at Examination. Therefore, it is considered that this site should be allocated for up to 170 dwellings.

7.26 This would bring the total provision in the CUA to 1,580 dwellings (1,410 dwellings (paragraph 7.22) plus 170 dwellings) and a shortfall of 921 dwellings against option 7b.

**It is recommended that:**

- **Land at Kirton Road, Coalville (C73) be proposed to be allocated for around 170 dwellings in the Regulation 19 version of the plan.**

7.27 The only remaining sites which were excluded and where there is not a technical constraint of some sort, are sites C18 (land off Thornborough Road) and C19 (land between Stephenson Way and Hall Lane), both of which are located within the AoS. Site C19 was initially submitted as part of the SHELAA process and covered all of the land between Stephenson Way, Hermitage Road, Hall Lane and the former mineral railway. Subsequently these have been split at the request of the promoters into separate sites. Site C19a is located off Torrington Avenue/Hall Lane, whilst C19b is centred on what was known as Stephenson Green, albeit reduced in size. Both of these sites have now been assessed separately in the Sustainability Appraisal.

7.28 It is the case that the AoS is a policy constraint rather than a technical constraint. There is no requirement in legislation or national policy which requires the Council to identify an AoS, it is very much a local choice. At examination the appointed Inspector is likely to have regard to the comments of the Inspector of the adopted Local Plan who stated (paragraphs 72-83 emphasis added) that:

*It is concluded above that the spatial distribution of new development by the Plan across the Settlement Hierarchy is broadly justified. On balance, I consider there to be overriding merit in the judgement of the Council that the AOSs, as designated, are justified for the life of this Plan, especially taking into account the established commitment to the extensive South East Coalville Urban Extension. Given the AOS*

*designation is justified for the purpose of this Plan, there is no inconsistency between Policy En5 and the aspects of national policy, summarised above, recognising local differences.*

*83. Importantly though, on the evidence provided to this Examination, there is scope for reconsideration of the detailed boundaries and land uses of the AOS, 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.*

- 7.29 As referred to by the previous Local Plan Inspector, if it is necessary to consider the allocation of land in the AoS then that should be done. It is considered that time is now. If no more land was to be allocated in the Coalville Urban Area, the total provision would only be 1,580 dwellings. This would represent only 22% of the residual requirement, some 13% (or 921 dwellings) less than that required under option 7b. This would necessitate the allocation of land in lower order settlements which by their nature are less sustainable than the Coalville Urban Area. It is considered that such an approach would, at the very least, be a questionable strategy which would be difficult to justify at Examination. Furthermore, seeking to protect the AoS in the face of all the evidence regarding the need for new housing is unlikely to result in a sound plan.
- 7.30 However, that is not to say that all of the AoS should automatically be released for development. Instead, consideration needs to be given as to which areas would be the most suitable to release for development whilst also still preserving a meaningful sense of separation between Coalville and Whitwick, which is a legitimate planning consideration.
- 7.31 The AoS included in the adopted Local Plan was not supported by an independent assessment to justify its boundaries. To address this a study was commissioned as part of the new Local Plan in 2019. This categorised various land parcels in terms of the contribution they made to the AoS (primary, secondary or incidental). For example, land at Broom Leys Farm was identified as being of secondary importance and for this reason is included as a housing allocation in the draft Local Plan. Other areas identified as being of secondary or incidental importance are in other uses (e.g. Whitwick Cemetery or playground off Sharpley Avenue) or cannot be accessed from the highway.
- 7.32 This study was updated in 2022 to consider the implications of locating the new Coalville and Whitwick Leisure Centre within part of the AoS.
- 7.33 In view of the lack of alternative sites and bearing in mind the adopted Local Plan Inspector's comments referred to above, a further study was commissioned (referred to hereafter as the 2023 AoS study). The 2023 AoS study looked at which of the remaining parcels of land within the AoS are considered to be the most suitable for release for development, notwithstanding the previous conclusion that all remaining parcels were of primary importance to the AoS.
- 7.34 A copy of the various AoS studies can be viewed from the link at the beginning of this report.

7.35 The 2023 AoS study took the land parcels from the previous reports and further subdivided them. The smaller sub-parcels were then categorised into five separate categories of land (A, B, C D and U).

- A, B and C were judged as providing a coherent extension to the existing built form, but with differing degrees of accessibility (A being most accessible).
- Category D is where development is judged as having an unacceptable effect on the Area of Separation.
- Category U is land not being promoted or in use already and its loss would not be appropriate (e.g. playground).

7.36 The plan at Appendix U identifies the various sub-parcels.

7.37 The following section consider the merits of the various sub-parcels of land for housing development on the basis of the priority attached to them in the 2023 AoS study, save for those in category U as these are not being promoted for development or are in use already and its loss would not be appropriate (e.g. playground).

Table 7 - Priority A sites Area of Separation

Land Unit	Estimated capacity	Contribution to the AOS	SHELAA site ref	Comment
1 + 2	240	Secondary	C46	Proposed allocation in draft plan (land at Broom Leys Farm, Broom Leys Road)
6a	118	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19a (land off Torrington Avenue). Site promoter has suggested a figure of 100 dwellings
7	142	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19a (land off Torrington Avenue).
18a	47	Incidental	C45	Active allotment east of Thornborough Road
18b	10	Incidental	C45	Active allotment east of Thornborough Road

7.38 Parcels 1 and 2 are already included as an allocation.

7.39 In terms of parcels 18a and 18b, whilst these are considered to make only an incidental contribution to the AoS there has not been any contact with the site promoter for a number of years. Furthermore, development would only be acceptable if the allotments were to be relocated elsewhere, something which would take time to achieve. Relocation would need to be done before development could commence. Therefore, there are series concerns about deliverability. For these reasons allocation of parcels 18a and 18b would not be appropriate.

7.40 In respect of parcels 6a and 7, they are both promoted by a developer. Planning permission (14/00800) was refused and dismissed at appeal in 2017 (and a subsequent legal challenge). This included access from both Hall Lane and

Torrington Avenue which was considered acceptable. However, at the time the Council was able to demonstrate that sufficient land was allocated for development. That is no longer the case. Having regard to the demonstrable need for more land for housing and the outcome of the 2023 AoS study it is considered that in principle allocation for housing development would be appropriate (subject to the requirements listed at paragraph 7.60 of this report).

- 7.41 Allocating parcels 6a and 7 would bring the total provision in the CUA to 1,822 dwellings (1,580 dwellings (paragraph 6.27) plus 242 dwellings) and a shortfall of 679 dwellings against option 7b.

Table 8 - Priority B sites

Land Unit	Estimated capacity	Contribution to the AOS	SHELAA site ref	Comment
6b	152	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19a (land off Torrington Avenue
8a	31	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19a (land off Torrington Avenue
17a	105	Primary	C18	Land east of Thornborough Road
17c	21	Primary	C18	Land east of Thornborough Road No means of access without other parcels
21a	23	Secondary	C44	Land south of Church Lane No means of access without other parcels

- 7.42 Whilst all of the category B sites are promoted for development, for the reasons set out above, parcels 17c and 21a are not capable of being developed without the inclusion of other land.
- 7.43 In terms of parcels 6b and 8a, these would result in more traffic accessing on to Hall Lane. Discussion with the Highway Authority suggests that this would be unacceptable. Therefore, notwithstanding the conclusions of the study, it is considered that neither of these parcels should be allocated.
- 7.44 In respect of parcel 17a this is promoted by a developer. The Highway Authority has previously advised that there is no apparent highway reason as to why this site should be excluded, subject to details. In the absence at this time of any technical objection, the conclusions from the AoS study and the demonstrable need for more land for housing, it is considered that in principle allocation for housing development would be appropriate (subject to xxx).
- 7.45 Allocating parcel 17a would bring the total provision in the CUA to 1,927 dwellings (1,822 dwellings (paragraph 6.41) plus 105 dwellings) and a shortfall of 574 dwellings against option 7b.

Table 9 - Priority C sites

Land Unit	Estimated capacity	Contribution to the AOS	SHELAA site ref	Comment
3	14	Incidental	Not included	Land off Sharpley Avenue Recreation use
10	9	Primary	Not included	Land off Green Lane
18c	28	Incidental	Not included	Land east of Thornborough Road
19	32	Incidental	Not included	Land south of Church Lane

7.46 In view of the fact that none of the above sites have been promoted for development as part of the SHELAA, allocation would not be appropriate as there is no evidence that they could be delivered.

7.47 Taking account of the outcome from the consideration of priority sites A, B and C there remains a shortfall of 574 dwellings in the CUA compared to that required under the preferred development strategy (option 7b). The options available to address this shortfall are to either seek to address this in the CUA itself or redirect development elsewhere.

7.48 Directing the shortfall from the CUA elsewhere in the district would mean a total number of 1,927 dwellings in the CUA. This would amount to about 27% of all development, compared to 35% under option 7b. Coupled with the reduction from development at the new settlement as outlined previously, this would mean directing a significant amount of development to settlements which are lower in the settlement hierarchy. Such settlements by their nature are less sustainable than the CUA as they have fewer services and facilities. Redirecting development elsewhere would represent a significant risk to the soundness of the plan at Examination.

7.49 If the shortfall is to be addressed in the CUA and having regard to sites previously rejected by this Committee at the 15 November 2023 meeting, then the only remaining option available in the CUA is to consider the priority D sites in the AoS. Priority D sites are those where development is judged by the Council's consultant as having an unacceptable effect on the AoS. Notwithstanding the views of the Council's consultants, there is a lack of other options in the CUA

Table 10 - Priority D sites

Land Unit	Estimated capacity	Contribution to the AOS	SHELAA site ref	Comment
5	255	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19b (land off Stephenson Way)
8b	290	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19b (land off Stephenson Way)

Land Unit	Estimated capacity	Contribution to the AOS	SHELAA site ref	Comment
8c	630	Primary	C19	In the Sustainability Appraisal this site is identified as part of C19b (land off Stephenson Way)
14	74	Secondary	C19	In the Sustainability Appraisal this site is identified as part of C19b (land off Stephenson Way)
17b	243	Primary	C18	Land to rear of allotments east of Thornborough Road

- 7.50 Of the five parcels identified as priority D, four (5, 8b, 8c and 14) are located in the eastern part of the AoS between Stephenson Way, Hermitage Road and Hall Lane. The other parcel is located in the western part of the AoS, with possible access from Thornborough Road through parcel 17a and the allotments. The merits of all of these are considered below.
- 7.51 In respect of parcels 5, 8b, 8c and 14, they could potentially accommodate about 1,250 dwellings, assuming a density of 35 dwellings per hectare, some 700 dwellings more than required. However, in the interest of seeking to maintain as much separation as possible between existing development and any new development, it would be appropriate to exclude development on parcels 14 and 8b and to pull the boundary of parcel 8c back to the existing field boundary north of the two properties on Green Lane, as set out at Appendix V. The total area of land would be about 23.05ha. At an assumed density of 35 dwellings per hectare this could provide about 800 dwellings. However, a more realistic figure is likely to be about 700 dwellings, which would be a density of 30 dwellings per hectare.
- 7.52 In respect of parcel 17b off Thornborough Road, this was erroneously identified in the study as not being promoted for development. This is incorrect. Notwithstanding this, the consultants have confirmed that in their opinion the site should be a priority D site. On its own it this site would not address the shortfall in the CUA. Development of this parcel along with parcel 17a would result in about 350 dwellings. Access is likely to be a significant constraint as it would appear that there is only one means of access to these two parcels. Furthermore, loading more traffic on to Thornborough Road in addition to that west of Thornborough Road (283 dwellings) and west of Whitwick (350 dwellings) is likely to result in significant congestion issues on Thornborough Road and at its junction with the A511. For these reasons it is not considered that parcel 17b should be allocated for development.
- 7.53 Allocating parcels 8b and 8c (subject to the amendment outlined above), would bring the total provision in the CUA to 2,627 dwellings (1,927 dwellings (paragraph 6.45) plus 700 dwellings).
- 7.54 The amount of development in the CUA as a proportion of all development, would be about 36%, compared to 35% under option 7b. The overprovision would be 126 dwellings. However, this additional development will also address some of the shortfall under option 7b from the new settlement. As a result the shortfall from the new settlement would be 425 dwellings.
- 7.55 Whilst parcels 6b/7 and 8b/8c are now being promoted separately, this does not mean that this how they must be treated in the Local Plan. Furthermore, the

comments of the Highway Authority (Appendix N and O) make it clear that if these sites are to be developed, then in highway terms it is necessary to look at them together.

- 7.56 The Local Plan provides an opportunity to set out a vision for development that not only secures much needed housing but does so in a way which considers the wider context. It is understood that the vast majority of the land north of the former mineral railway (excluding the Coalville Rugby Club) is in the control of the promoters of those sites off Hall Lane, Torrington Avenue and Stephenson Way. Therefore, it is recommended that development of these two sites should be subject to a requirement that the remaining undeveloped areas are to be retained in perpetuity as undeveloped, including improved public access. In addition, to address the concerns of the Highway Authority, it is recommended that a requirement be included for there to be a road link between Stephenson Way and Hall Lane. The Coalville Rugby Club adjoins some parts of the site. In accordance with the Agent of Change principle, measures will need to be included as part of new development to ensure that there are no negative impacts upon the operation of the Rugby Club. This is likely to include appropriate design and landscape measures. These are allowed for in the recommendation below.

#### Implications of allocating land in the Area of Separation

- 7.57 Allocating these parcels will reduce the extent of the AoS. The plan at Appendix V shows those sites which it is proposed to allocate for housing development within the AoS. It should be noted that the boundary to the sites off Hall Lane/Torrington Avenue do not follow exactly the parcels identified in the 2023 AoS study. Instead, a small amount of additional land is included so as to facilitate connectivity between the two parcels. The total extent of the AoS in the adopted local Plan is 172.02 Ha. Allocating parcels 6a,7, 17a, 5 and 8c (together with the Broom Leys Farm site), reduces the extent to 119.4Ha. This means that the vast majority of the AoS (70%) would remain undeveloped.

#### **It is recommended that:**

- **Land off Thornborough Road (C18) be proposed to be allocated for around 105 dwellings in the Regulation 19 version of the plan.**
- **Land at Torrington Avenue Whitwick (C19a) be proposed to be allocated for around 242 dwellings and land off Stephenson Way Coalville (C19b) be proposed to be allocated for around 700 dwellings in the Regulation 19 version of the plan subject to:**
  - (A) Securing vehicular access from Stephenson Way through to Hall Lane; and**
  - (B) The remainder of the AoS north of the former mineral railway (excluding that occupied by Coalville Rugby Club) being retained as undeveloped land in perpetuity; and**
  - (C) The design of any development taking into account the proximity to Coalville Rugby Club such that there would be no adverse impact upon the operation of the Rugby Club consistent with the principle of the Agent of Change**

- 7.58 Allocating the above sites would bring the total provision in the CUA to 2,627 dwellings (1,580 dwellings (paragraph 7.28) plus 1,047 dwellings). This is more than



required under option 7b (2,501 dwellings) but helps to address some of the shortfall from the new settlement.

7.59 The revised provision for new housing in the CUA would be as set out below.

Table 11 - revised proposed housing sites Principal Town

<b>Site Reference</b>	<b>Site Address</b>	<b>Number of dwellings (Approximate)</b>
<b>Principal Town</b>		<b>2,627</b>
C18	Land off Thornborough Road	105
C19a	Land off Torrington Avenue and Hall Lane Whitwick	242
C19b	Land off Stephenson Way	700
C46	Land at Broom Leys Farm, Broom Leys Road, Coalville	266
C48	South of Church Lane, New Swannington	283
C73	Land off Kirton Road	170
C74	Land at Lily Bank, Thringstone	64
R17	Land at Coalville Lane/Ravenstone Road	153
C47, C77, C78, C86, C81	Broad Location West Whitwick	350
C90	Land south of The Green, Donington le Heath	62
C92	Former Hermitage Leisure Centre, Silver Street, Whitwick	32
TBC	Coalville Town Centre Regeneration	200

## 8 NEXT STEPS

8.1 This report has only addressed the consultation responses in respect of the proposed new settlement and land for housing in the Coalville Urban Area. A further report to this Committee in January 2025 will address the remaining settlements. This will take account of any decisions made in respect of this report. It is likely that there will be a need to allocate additional sites elsewhere as well.

8.2 If the recommendations in this report are accepted it will result in a number of sites being proposed which were not included in the draft Local Plan as set out below.

Table 12 – new proposed housing sites

<b>Site Reference</b>	<b>Site Address</b>	<b>Number of dwellings (Approximate)</b>
<b>Principal Town</b>		
C18	Land off Thornborough Road	105
C19a	Land off Torrington Avenue and Hall Lane Whitwick	242
C19b	Land off Stephenson Way	780
C73	Land off Kirton Road	170
C90	Land south of The Green, Donington le Heath	62

- 8.3 Some of these sites are very significant in terms of their size. All of the sites listed above, with the exception of land south of The Green, Donington le Heath are included in the SHELAA, a publicly available document on the Council's website.
- 8.4 It is open to the Council to not consult on the proposed inclusion of these sites at this time. However, this would mean the first opportunity for any comments would be when the Regulation 19 Plan is consulted upon after the plan has been agreed by Council. This represents a risk to the plan if new issues emerged at this stage. Such a risk could mean that the plan is not submitted by December 2026.
- 8.5 Consulting on these new sites, however, brings with it separate risks. In particular the transport modelling work will take some time to complete. Any delay in getting this done could have serious consequences for the plan timetable.
- 8.6 Whilst neither approach is risk free, it is considered that there should be some form of consultation in the interests of openness and fairness. This should only concern those additional sites which it is proposed be allocated. Sites that have already been commented upon will not be included. This will be made clear in any consultation material, as will the fact that any comments received about these sites will not be considered.
- 8.7 The report to the meeting of this Committee on 29 January 2025 will address the issue of consultation.

<b>Policies and other considerations, as appropriate</b>	
Council Priorities:	<ul style="list-style-type: none"> <li>- Planning and regeneration</li> <li>- Communities and housing</li> <li>- Clean, green and Zero Carbon</li> </ul>
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other Government guidance and requirements.
Safeguarding:	Non 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 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, Climate Change and zero carbon:	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.

<p>Consultation/Community/Tenant Engagement:</p>	<p>The Regulation 18 Local Plan has been subject to consultation. Further targeted consultation is proposed. Further consultation will be undertaken at Regulation 19 stage.</p>
<p>Risks:</p>	<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>The report highlights the potential risks associated with the issues considered as part of the report.</p>
<p>Officer Contact</p>	<p>Ian Nelson          Planning Policy Team Manager          01530 454677  <a href="mailto:ian.nelson@nwleicestershire.gov.uk">ian.nelson@nwleicestershire.gov.uk</a></p>

This page is intentionally left blank

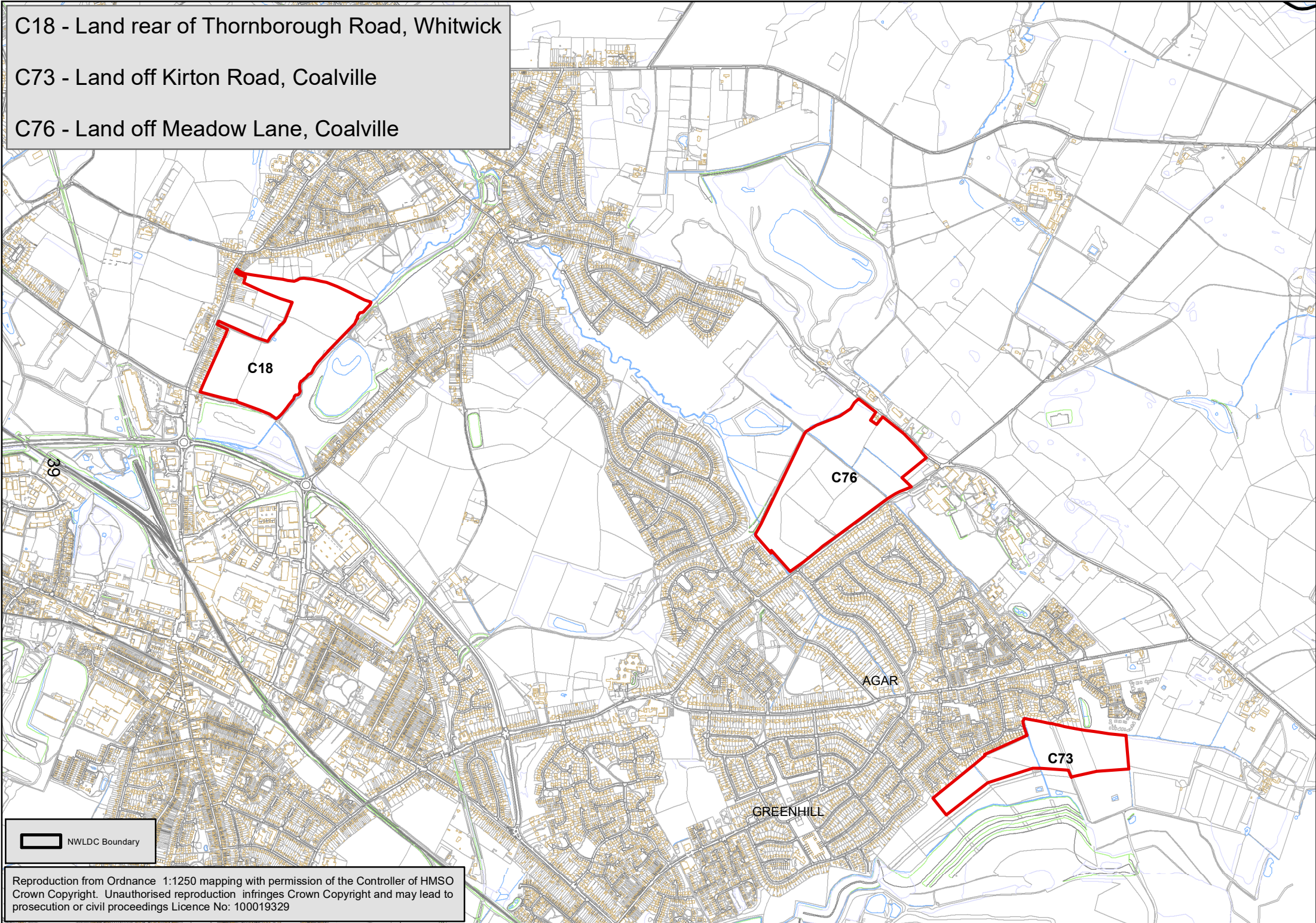
## APPENDIX A


<b>Site Address</b>
C18 Land rear of Thornborough Road Whitwick
C19a Land of Torrington Avenue, Whitwick
C19b Land off Stepheston Way, Coalville
C73 Land off Kirton Road Greenhill
C76 Land off Meadow Lane Coalville
C88 Land east of Grace Dieu Road Whitwick
C89 Land between Swannymote Road and Oaks Road Whitwick
C90 land south of The Green/Richmond Road, Donington le Heath
C91 land south of Ashburton Road Hugglescote

C18 - Land rear of Thornborough Road, Whitwick

C73 - Land off Kirton Road, Coalville

C76 - Land off Meadow Lane, Coalville



 NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

This page is intentionally left blank



C19a - Land off Stephenson Way, Coalville


C19b - Land off Torrington Avenue, Coalville

Thornborough

C19a

Area excluded from C19

C19b

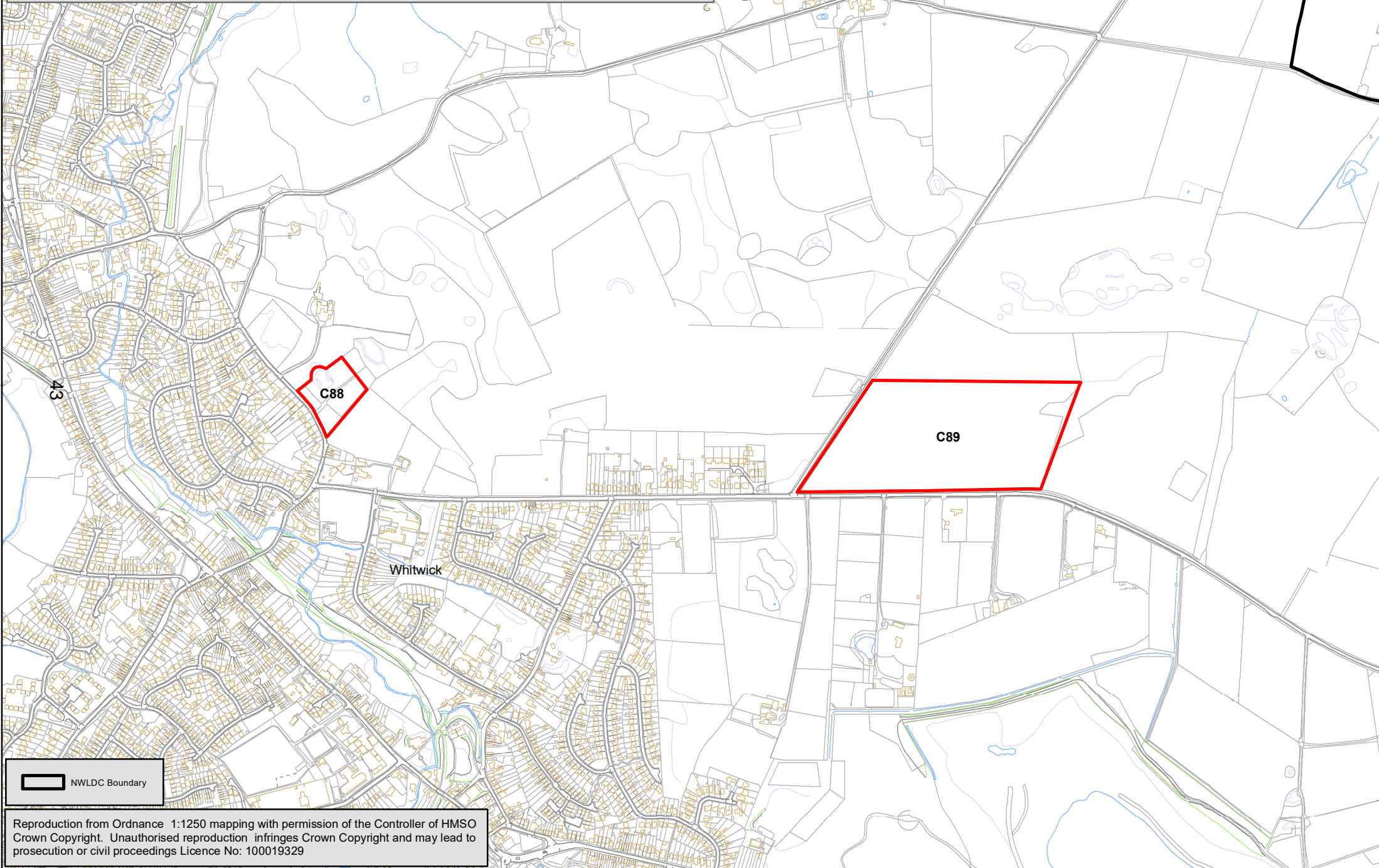
 NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

This page is intentionally left blank

C88 - Land east of Grace Dieu Road, Whitwick

C89 - Land between Swannymote Road and Oaks Road, Whitwick



C88

C89

Whitwick

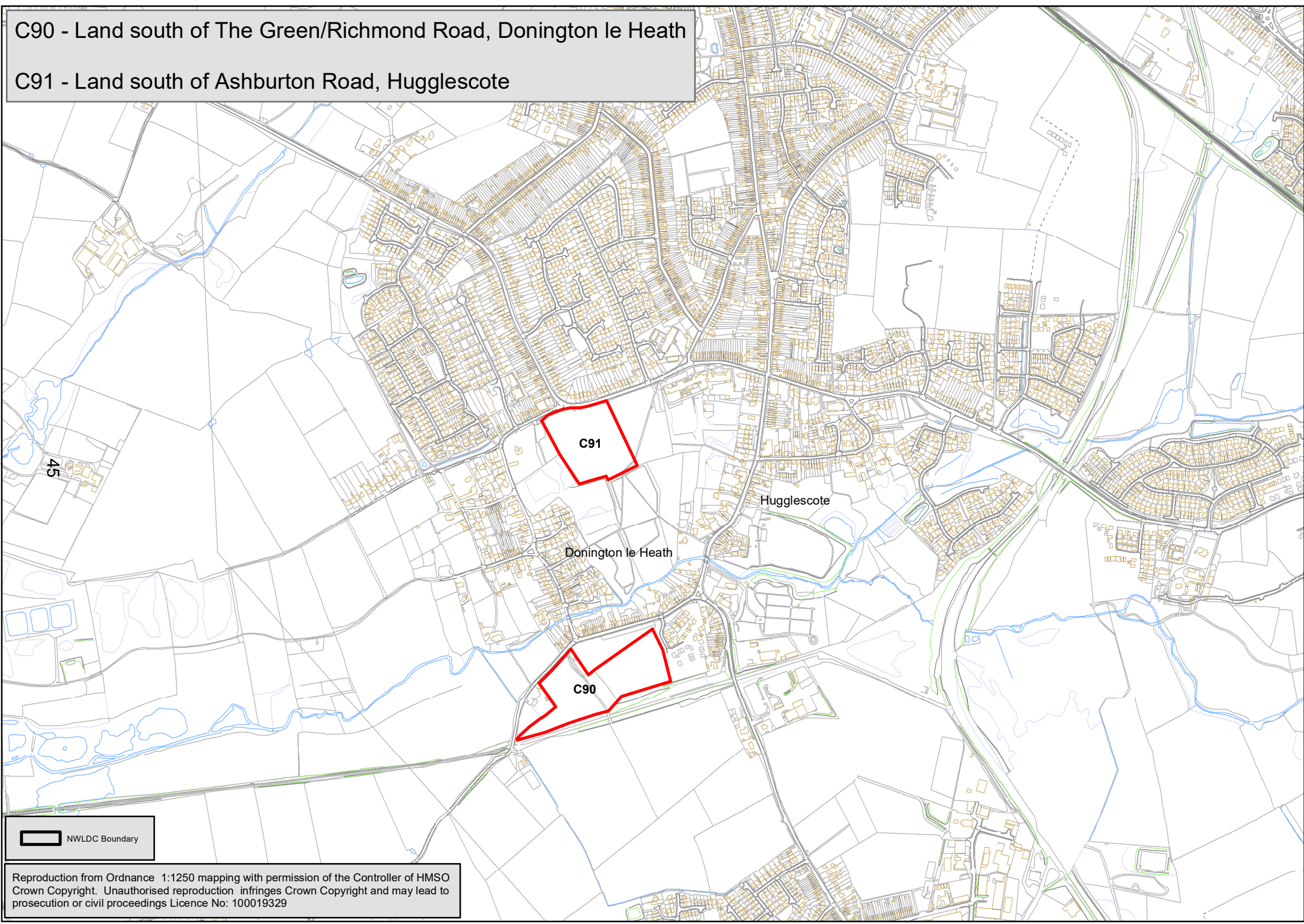
NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

This page is intentionally left blank

C90 - Land south of The Green/Richmond Road, Donington le Heath

C91 - Land south of Ashburton Road, Hugglescote



45

C91

Hugglescote

Donington le Heath

C90

NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

This page is intentionally left blank

**CONSULTATION RESPONSES TO ISLEY WOODHOUSE IW1)**

## RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: IW1	SITE NAME: Isley Woodhouse
------------	------------------	----------------------------

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>GENERAL</b>		
<b>1 –Overarching matters</b>		
Everyone to be given the chance to vote in a local referendum to determine whether this development goes ahead or not.	Planning decisions are made by elected Members, informed by the professional advice of officers. The Local Plan needs to be agreed by Full Council before it is submitted for examination. Planning applications (for large scale proposal such as this) are decided by Planning Committee. Those opposed to development can contribute to both processes.	No change.
<i>Respondents: Stephen Pember (89);</i>		
It has been said that a planning application was anticipated by the end of the year in relation to the Isley Walton/housing land. Despite protestations that “nothing was decided,” national developers would not make such an investment without the assurance the developments would go ahead. This is evidence of a “done deal” in principle, accepting details would still have to be worked out.	The Council has expressed its preference, at this stage, that IW1 is part of the strategy for the new Local Plan. This will only become a confirmed proposal if/when the Local Plan Inspector supports it in the Inspector’s Report at the end of the Examination process. In respect of any forthcoming planning application, the NPPF provides clear guidance the weight to be given to emerging plans (paragraph 48).	No change
<i>Respondents: Richard Brackenbury (117);</i>		
Object to the naming of the settlement which was done without local consultation.	The settlement’s name was chosen by the site promoters, not the council.	No change.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
Isley Walton has a separate identify and the name 'Isley' should not be shared.		
<i>Respondents: Angus Shields (2); Protect Diseworth (115); Angela Shephard (126); Paul Shephard (127); Cllr Ray Sutton (405);</i>		
Isley Woodhouse will provide no strategic benefit to either the locality or the region and is derived from the science of convenience only. It is not beneficial for, or needed by, existing local communities. It is to the benefit of landowners only.	IWI will make a significant contribution to the new housing and new employment land needed over forthcoming years. The council has considered and compared all the potential sites in the Strategic Housing and Employment Land Availability Assessment (SHELAA) and concluded that IW1 is suitable proposal. The council's decision making has been informed by a <a href="#">Sustainability Appraisal</a> which considered alternative strategies including options without a new settlement.	No change.
<i>Respondents: Sarah-Jane Varley (67); Stephen Pember (89); Stuart Dudley (102); Protect Diseworth (115); Miriam Wallace (265); Garry Needham (285); Pauline Needham (292); Cllr Ray Sutton (405);</i>		
What evidence is there to demonstrate all other options and locations have been fully researched and considered, and what evidence demonstrates that opinions have been sought as to how many people would consider relocating there and what businesses have been asked to comment?	The council has considered and compared all the potential sites in the Strategic Housing and Employment Land Availability Assessment (SHELAA) and concluded that IW1 is suitable proposal. The council's decision making has been informed by a Sustainability Appraisal which considered alternative strategies including options without a new settlement. The Government provides each local planning authority with a housing requirement figure which is the minimum figure the Local Plan should plan for. The need for additional employment land is based on evidence commissioned by the Council.	No change.
<i>Respondents: Karen Jepson (106); Andrew Allman (114);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Who would this development be serving and where would they work? There is a huge ongoing housing estate in Castle Donington - is there really a need for more? Many homes remain unsold.</p>	<p>The Government provides each local planning authority with a housing requirement figure which is the minimum figure the Local Plan should plan for. Taking into account sites which already have planning permission, more housing land needs to be included in the Local Plan if the Government's figure is to be met. The Local Plan looks ahead to 2042 and the sites it identifies are not all needed now but will be needed in the future. Failure to make sufficient provision for housing will be likely to result in the plan not being 'sound' and hence leave the Council vulnerable to planning applications across the district, with little means to resist.</p>	<p>No change.</p>
<p><i>Respondents: Jennifer Onyon (358); Carly Snee (626); Marie Brierley (638);</i></p>		
<p>Both the EMP90 and IW1 developments are driven by the Freeport Designation. Is NWLDC support for both of these developments being pushed on to you by Central Government, Leicestershire County Council and the City Council? Without the Freeport designation, would you still be supporting the inclusion of these development proposals (IW1 and EMP90) in the Draft Local Plan?</p>	<p>The area centred on the northern parts of A42 and M1 was identified as a location for growth, called the Leicestershire International Gateway in the Leicester and Leicestershire Strategic Growth Plan (2018) which predates the Freeport designation. The suggested approach for the Local Plan to take for the Freeport land is outlined in the accompanying report on this agenda 'Local Plan - Proposed Employment Allocations: Consideration of Responses to Consultation'.</p>	<p>No change.</p>
<p><i>Respondents: Michael Doyle (138); Louis Della-Porta (249); Janet Allard (271); Mervyn Johnson (284); Karen Oliff (593);</i></p>		
<p>Where is the joined-up thinking of the three counties of Derbyshire, Nottinghamshire and Leicestershire? Why does NW Leicestershire (and particularly Diseworth) appear to be bearing the brunt of this?</p>	<p>IW1 is within a growth area in the Strategic Growth Plan (2018) which provides a strategic framework for the local plans being prepared in the Leicester and Leicestershire area.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	At the present time there are no formal arrangements for planning at the sub-regional level.	
<i>Respondents: Beverley Aust (257); Karen Oliff (593);</i>		
Proposals for these developments conflict starkly with other laudable objectives and policies in the adopted and draft LP which promote well-being, caring for the countryside, flooding, pollution, air quality, climate change, sustainability, employment, heritage and more.	Achievement of the plan's objectives should be considered in the context of the plan as a whole rather than individual proposals. The plan seeks to strike a balance between the different objectives. In addition to the ones mentioned, the plan also has an objective about delivering sufficient new homes, including through the identification of sites for development. A role of the new Local Plan is to positively identify sites to meet future development needs in a sustainable way which best sustains the local environment. By positively identifying development sites, the council will be better placed to resist unsuitable, unplanned development elsewhere.	No change.
<i>Respondents: Duncan Ross (44); Stuart Dudley (102); Richard Brackenburg (117); Angela Shephard (126); Paul Shephard (127); Cllr Carol Sewell (128); Michael Doyle (138); Long Whatton &amp; Diseworth Flooding Working Group (199); Peter Onyon (203); Erica Morris (246); Louis Della-Porta (249); Janet Allard (271); Shirley Briggs (539); Karen Oliff (593);</i>		
The size of the new settlement is too large.  The proposed new town doesn't need to be this big or destructive. A smaller new town (say 1,500 houses) alongside developments at Ashby and Castle Donington (currently being built) as well as sensitive additions to sustainable villages should provide the required number of houses. Make the settlement smaller so that we can have more houses, more economic activity but without	Where a large number of new homes is needed, as is the case in North West Leicestershire, the NPPF supports a new settlement approach (paragraph 74). At the scale proposed, IW1 can continue to deliver the new homes which will be needed beyond the timeframe of this Local Plan (i.e. post 2042). In principle, planning on a larger scale can also deliver more infrastructure such as schools and will improve the development's overall viability to provide the necessary	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>desecrating such a huge amount of countryside. A much smaller scheme, only taking a third of the land and keeping development as far away from listed buildings would go some way to mitigate the impact.</p>	<p>infrastructure. Further Local Plan viability work is planned.</p>	
<p><i>Respondents: Angela Shephard (126); Paul Shephard (127); Duncan Ferguson (148); Angela Bamford (194); Patricia Jackson (227); Louis Della-Porta (249); Tim Wagstaff (429);</i></p>		
<p>The proposal contravenes the National Planning Policy Framework, the Wildlife and Countryside Act 1981, the Climate Change Act 2008, and the Local Development Plan. IW1 is not compliant with the NPPF including its three dimensions of sustainable development. IW1 does not reflect the Government's stance to build in the right places. If [the Freeport and] Isley Woodhouse are sanctioned, NWLDC will have failed against statutory duties on environmental protection, carbon net zero targets [ref: Reg 18 3.5 NPPF environmental objective] and statutory duties to safeguard their constituent's quality of life. [ref: Reg 18 3.5 NPPF social objective].</p>	<p>The National Planning Policy Framework directs, amongst other things, that Local Plans should be prepared with the intention of meeting development needs in full. This requires a balanced approach, weighing up the social, environmental and economic impacts of the Local Plan as a whole. The Sustainability Appraisal provides a mechanism for doing this balancing exercise. The Council is not aware that the emerging Local Plan contravenes the other legislation mentioned in this representation and to date none of the statutory agencies have identified such a conflict.</p>	<p>No change.</p>
<p><i>Respondents: Joanna Wragg (54); Richard Brackenbury (117); Long Whatton &amp; Diseworth Flooding Working Group (199); Louis Della-Porta (249); Janet Moorhouse (329); Jim Snee (376); Morwenna Mitchell (377);</i></p>		
<p>A village is classed as having between 500 and 2,500 inhabitants. The plan of building 4500 houses, despite the timescale, would result in an area that is significantly bigger than a 'village'.</p>	<p>Noted.</p>	<p>No change.</p>
<p><i>Respondents: Joanna Wragg (54); Peter Onyon (203);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>If NWLDC follow the diktat of the Strategic Growth Plan and the Leicestershire International Gateway then Diseworth and the other rural villages around EMA will become marooned in a sea of concrete, congestion and pollution.</p>	<p>The Strategic Growth Plan (SGP) provides an overarching framework for the Local Plan but it is not binding (statutory). The council has considered alternative approaches (see the Sustainability Appraisal) and has concluded that IW1 can be successfully delivered. A study has been commissioned to assess whether some form of countryside gap should be designated in the plan to better secure separation between IW1 and Diseworth.</p>	<p>No change but note the forthcoming separation study.</p>
<p><i>Respondents: Jim Snee (376);</i></p>		
<p>This new proposed settlement was not mentioned in any previous plans or policies. Where did this proposal originate from and why has there been no public consultation regarding it?</p>	<p>The Strategic Growth Plan (2018) did identify the broader area as a location for growth. The Local Plan consultation was the first main opportunity for those affected to comment on the proposed new settlement. There will be at least one further stage of consultation on the Local Plan. Objectors can also participate in the Examination in Public in front of an independent Planning Inspector which will follow.</p>	<p>No change.</p>
<p><i>Respondents: Kevin Walker (336);</i></p>		
<p>Government policy re housing (numbers) is completely wrong.</p> <p>These homes are not needed.</p> <p>The number of homes cannot be justified.</p> <p>IW1 is a kneejerk reaction to the Government's housing figures.</p>	<p>The Government provides each local planning authority with a housing requirement figure which is the minimum figure the Local Plan should plan for. Local Plans should expect to meet development needs in full (see NPPF paragraph 35). Failure to make sufficient provision for housing will be likely to result in the plan not being 'sound' and hence leave the Council vulnerable to planning applications across the district, with little means to resist.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Peter Forster (3); Marie Slevin (68); Hazel Fitzgibbon (87); John Aust (255); Sean Gascoigne (261); Garry Needham (285); Bill Cunningham (301); Neil Curling (309);</i>		
<p>The fact that this local plan is being produced now, at the same time as the proposed developments being suggested as part of an Inland Freeport are unlikely to be coincidental. There is some collusion occurring somewhere to try and combine all at one time with a view that each development will contribute to the road infrastructure, as the developments in isolation are unlikely to want to spend the sums of money required to bring the road capacity up to something that might be fit for purpose.</p>	<p>Work on preparing a new Local Plan initially began in 2018. It is inevitable that when preparing a Local Plan that sites will be actively promoted for development as landowners/ developers seek to get their sites allocated. Indeed, it is a crucial way to show which sites are 'available' (NPPF paragraph 68).</p> <p>The point about collusion is not accepted however it is agreed that an advantage of considering sites collectively through the Local Plan is that the cumulative infrastructure requirements can be assessed and addressed.</p>	<p>No change.</p>
<i>Respondents: Duncan Ross (44); Stephen Smith (305); Sally Price (310);</i>		
<p>The juxtaposition of the two "proposals" is oppressive, akin to the behaviour of an autocratic state. There is a potential breach of ECHR in this conduct.</p> <p>They are promoted only by landowner/ owners and developer/developers who have no real knowledge or interest in the locality. How are NWLDC proposing to ensure the accuracy and independence of the proposed assessment, given this is being prepared by the applicant and supported by specialists funded by the applicant?</p>	<p>The Local Plan and Development Consent Order processes both have consultation stages and public hearings in which those opposed to development can participate. In both cases, the final decision on the acceptability or otherwise of the proposal is made by independent planning inspectors.</p> <p>If future development needs are to be met, it is essential that there are landowners willing to put land forward and developers willing to develop it.</p> <p>The Council is engaging its own consultants to provide specialist advice independent of the site promoters.</p>	<p>No change.</p>
<i>Respondents: Richard Brackenbury (117); Angela Shephard (126); Paul Shephard (127);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
Policy IW1 is a wish list without substantive evidence that its ambitions can be achieved.	Policy IW1 makes clear that a more detailed comprehensive masterplan is needed to bring the development forward. The Council is continuing to develop its own evidence base for the Local Plan including in respect of infrastructure requirements.	No change.
<i>Respondents: Richard Brackenbury (117);</i>		
<b>2 – Location</b>		
The building of this settlement is not compatible with the stated aim in the Strategic Growth Plan of reducing the amount of development in a rural area.	The Strategic Growth Plan identifies the area centred on the northern parts of A42 and M1 as a location for growth called the Leicestershire International Gateway.	No change.
<i>Respondents: Alison Evans (57); Robert Evans (73); Stuart Dudley (102); Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
An urban scale town, by its size, nature and location, will change the historic rural landscape and heritage of the site to one of urban/industrial conurbation, protecting neither villages nor rural areas and which will be in direct conflict with those policies designed to protect ‘sustainable’ villages.	IW1 is being proposed as a stand-alone settlement. It will not, in any form, be an extension to Diseworth. There will be localised impacts and an underpinning aim of Policy IW1’s approach is that these should be minimised and mitigated for where possible. A study has been commissioned to assess whether some form of countryside gap should be designated in the plan to better secure separation between IW1 and Diseworth.	No change but note the forthcoming separation study.
<i>Respondents: Duncan Ross (44); Jo Coultas (55); Alison Evans (57); Richard Smith (101); Karen Jepson (106); Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
Re co-location of housing and employment. The settlement will be a dormitory town with high levels of commuting: <ul style="list-style-type: none"> <li>• If the ultimate target is 4.7k homes, there will also have to be a high</li> </ul>	Co-locating housing and employment provides people with a <b>choice</b> to live closer to where they work and vice versa. The NPPF indicates that a realistic approach should be taken to this matter. New	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>number of industrial buildings on site to achieve the objective.</p> <ul style="list-style-type: none"> <li>• The idea that only workers for the [proposed] Freeport [EMP90] will live in Isley Woodhouse is not born out by empirical data.</li> <li>• Given the need to absorb the 'overspill' from Leicester City, any argument claiming reduction in commuting activity compounds the fantasy.</li> <li>• The Freeport should not be used as a reason for more housing here.</li> </ul>	<p>settlements should have "sufficient access to services and employment opportunities within the development itself (<b>without expecting an unrealistic level of self-containment</b>)" (paragraph 74b, emphasis added).</p>	
<p><i>Respondents: Jo Coultas (55); Stephen Pember (89); Protect Diseworth (115); Richard Brackenbury (117); Alastair Hutchinson (222); John Aust (255); Sean Gascoigne (261); Garry Needham (285); Kathryn Hutchinson (304); David Hawtin (307); Patricia Guy (308); Alison Millward (343); Guy Jeffrey (352); Thomas Onyon (356); Cllr Ray Sutton (405);</i></p>		
<p>It is not clear that the location and its development is genuinely sustainable. It is remote from existing settlements and within an area that is presently rural. Whilst there are ambitions for public transport access, the location is remote from the public transport infrastructure. The location is anticipated to be car dependent, it is some distance from the Strategic Road Network, and using part of the local road network (A453) that is already an important access to EMA for its passengers and cargo operations</p> <p>Such a large development should be attached to an existing town/city environment where there are road links and public transport to support it and established infrastructure/services. Development must</p>	<p>The draft Local Plan is planning for substantial amounts of housing elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district.</p> <p>Where housing requirements are high, the NPPF advocates planning for new settlements and urban extensions as a reasonable approach (paragraph 74). The adopted Local Plan includes urban extensions at Coalville and Ashby and there is now an opportunity to plan for a stand-alone settlement which will be able to deliver significant levels of housing over an extended period. In contrast to urban extensions, new settlements will inevitably be in more rural locations. The NPPF specifies that there should be "a genuine choice of</p>	<p>No change.</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
stay in built up towns and cities and not in countryside e.g Castle Donington, Kegworth, Ashby, Coalville, Shepshed and Melbourne	transport modes” (paragraph 74) and this is reflected in criteria (2)(e), (g) and (h) of Policy IW1. Forthcoming transport modelling will identify the road improvements needed, including any to A453, to accommodate the additional traffic generated by the Local Plan’s proposals.	
<i>Respondents: Lesley Hextall (9); East Midlands Airport (230); Mervyn Johnson (284); Kathryn Hutchinson (304); Tony Wilson (351); J. Smith (373); Chris Duggan (427); Laura Kristiansen (598);</i>		
The location is too close to Diseworth and also to Castle Donington.	A study has been commissioned to assess whether some form of countryside gap should be designated in the plan to better secure separation between IW1 and Diseworth.	No change but note the forthcoming separation study.
<i>Respondents: Diane Wilby (60); Alan Clark (105); Karen Jepson (106); Christine Agar (152); David Bamford (170); Angela Bamford (194); Rachel Smith (224); Patricia Jackson (227); Charlotte Christodoulou (242); Charlotte Agar (264); Jeremy Hunt (269); Alan Wade (274); Richard Smithies (276); Stephen Smith (305); Jacqueline Quinton (312); Guy Jeffrey (352); Jamie Smith (369); Carla Smith (370); J. Smith (373); Lucy Agar (375); Susan Fenny (387); Nigel Lane (629); Thomas Lane (630); Marie Brierley (638); Karen Franklin (639);</i>		
Why so much housing in one place? It is a simplistic approach which does not address the needs of nearby villages or consider the local aesthetic. Such a large development would be out of place in the local area, especially the historic villages of Diseworth, Wilson, Tonge, Breedon-on-the-Hill, Isley Walton, Worthington and Belton. Growth needs to be spread more equitably.	The draft Local Plan is planning for substantial amounts of housing elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district. The covering report includes a table showing how much new housing is being directed to the different tiers within the settlement hierarchy. Faced with high housing numbers, the Council has also had to explore the scope for new settlement/s, as recommended in the NPPF (paragraph 74). There will be localised impacts and an underpinning aim of Policy IW1’s approach is	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	that these should be minimised and mitigated for where possible.	
<i>Respondents: Ian Ward (34); Duncan Ross (44); Judith Bilington (103); Craig Jones (104); Richard Brackenbury (117); Michael Doyle (138); Duncan Ferguson (148); Laura Dudley (155); Erika Wood (210); Andy Foxall (217); Louis Della-Porta (249); Joanne Hunt (253); John Aust (255); Janet Allard (271); Garry Needham (285); Kathryn Hutchinson (304); Jacqueline Quinton (312); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Kath Taylor (323); Ron Taylor (324); Annabel McCrorie (383); Nigel Lane (629); Karen Franklin (639); (and others)</i>		
<p>There are far more appropriate parcels of land available, nearby, that would not have the same adverse impact on a village like Diseworth.</p> <p>Use brownfield sites instead e.g. run down buildings and warehouses and bring abandoned properties into use.</p>	<p>The Council has considered all the potential, available sites from the Strategic Housing and Employment Land Availability Assessment including brownfield sites, the availability of which is very limited in the district. The outcomes of this detailed assessment are published on the <a href="#">council's website</a>. This comprehensive approach points to IW1 being needed in addition to a considerable number of sites elsewhere in the district.</p>	No change.
<i>Respondents: Joanna Wragg (54); Stuart Dudley (102); Chris Peat (123); Angela Shephard (126); Paul Shephard (127); Kay Armitage (149); Janet Hutchinson (154); David Bamford (170); Angela Bamford (194); Joanne Hunt (253); Charles Brompton (272); Garry Needham (285); Pauline Needham (292); Kevin Walker (336); Alison Millward (343); Tony Wilson (351); Jim Snee (376); Susan Fenny (387); Glenn Robinson (423); Nicola Clarke (424); Kathleen Pigott (581); Karen Oliff (593); Aimee Ridler (625); Carly Snee (626); Robert Ridler (636);</i>		
<p>IW1 is in the wrong place.</p> <ul style="list-style-type: none"> <li>• Why place such a huge development so far north in the county where there is no demand? Especially taking into consideration all the housing developments in progress in close proximity to this location.</li> <li>• Countryside counteracts the effects of airport and transport pollution</li> <li>• There is no infrastructure</li> </ul>	<p>The Leicestershire International Gateway is a growth location in the Strategic Growth Plan (2018).</p> <p>A key purpose of the Local Plan is to identify <b>in advance</b> the sites needed for new housing for the next 15+ years. Substantial amounts of housing are proposed elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district.</p>	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> <li>• It will serve the needs of Nottingham, Derby, Loughborough, Leicester or Ashby de la Zouch</li> <li>• It is opposite the airport and the racetrack</li> <li>• Location is based on where landowners are willing to sell land</li> </ul>	<p>The council has commissioned an initial noise impact study and criterion 3(f) of Policy IW1 requires a noise strategy to be prepared.</p> <p>Policy IW1 identifies key infrastructure to be planned for as part of the new settlement (see criteria (1)(e)-(g), 2(d)(e)(h) and 3(b)). IW1 is a component of the Local Plan's strategy to meet the housing requirements set by the Government.</p> <p>As outlined, significant amounts of development are proposed in other locations in the district. However, the planning system has no control over who purchases the homes that are built.</p>	
<p><i>Respondents: Lesley Hextall (9); Hazel Fitzgibbon (87); Richard Smith (101); Stuart Dudley (102); Laura Dudley (155); Peter Onyon (203); Jamie Agar (209); Louis Della-Porta (249); John Aust (255); Sean Gascoigne (261); Alan Wade (274); Pauline Needham (292); Jacqui Donaghy (299); Annette Della-Porta (302); Stephen Smith (305); Emma Haycraft (306); Clement Croft (317); Lois Croft (318); Janet Moorhouse (329); Jim Snee (376); Helen Warren (503);</i></p>		
<p>Leicester city can't achieve its housing requirements and NWL is being pressured to build on prime agricultural land to meet the county's targets. It is a 25-mile commute to Leicester and there will be thousands more cars on the M1 (and surrounding rural roads) as people commute.</p> <p>IW1 is not a good location to meet Leicester City's unmet needs. The purpose of the Government's standard method is to target the development of brownfield land in those cities.</p> <p>Has the council challenged the City Council's claims that it cannot meet its own needs?</p>	<p>The response to Leicester City's unmet housing need is discussed in this <a href="#">Housing Distribution paper</a>. The increase in this council's housing requirement is principally driven by an objective to achieve a better balance between homes (i.e workforce) and jobs (see page 24) rather than meeting unmet need from Leicester City.</p> <p>Leicester City has demonstrated to the satisfaction of the other Leicestershire authorities that it cannot meet its full housing requirement within its boundaries. The</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	authorities have signed a Statement of Common Ground to that effect.	
<i>Respondents: Alison Evans (57); Robert Evans (73); Erica Morris (246); Louis Della-Porta (249); Garry Needham (285); Pauline Needham (292); Annette Della-Porta (302); Kathryn Hutchinson (304); Neil Curling (309); Jim Snee (376); David Fenny (388);</i>		
IW1 places thousands of extra families in an area that already has full employment. Surely the housing would be better placed nearer to local jobs.	As outlined, significant amounts of development are proposed in other locations in the district. Also the <a href="#">Housing Distribution paper</a> identifies that the need for additional workforce is an upwards pressure on the overall housing requirement.	No change.
<i>Respondents: Alastair Hutchinson (222); Susan Fenny (387);</i>		
Diseworth has endured massive developments over recent decades. The fact is that the northwest of the county, around EMA and J24, M1 has already been developed to its maximum sustainable capacity, arguably even beyond. NWLDC must develop policies that prevent over-development in any one part of the District and which provide equal opportunity and quality of life for all within the NWLDC area.	The Leicester and Leicestershire Strategic Growth Plan identifies the area centred on the northern parts of A42 and M1 as a location for growth. In addition, the draft Local Plan is planning for substantial amounts of housing elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district. The covering report includes a table showing how much new housing is being directed to the different tiers within the settlement hierarchy.	No change.
<i>Respondents: Nick Hollick (38); Richard Brackenbury (117); Christine Agar (152); Angela Bamford (194); Garry Needham (285); J. Smith (373); Jim Snee (376);</i>		
There should only be small scale development in Diseworth.	The proposed Limits to Development in the draft Local Plan reflect Diseworth's status as Sustainable Village suitable for limited growth.	No change.
<i>Respondents: Nick Hollick (38); Stuart Dudley (102); Richard Brackenbury (117); Louis Della-Porta (249);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>3 – Phasing</b>		
Policy IW1(b)-(g) will not be achieved if only 1,900 homes are to be built by 2040. Also, the principles in Section 2 of the policy will not be met within the duration of the new Local Plan – if at all.	The comprehensive masterplan (section 3 of the policy) will provide the overall framework for the whole settlement. This will apply throughout the development of the settlement, including for phases post 2042. Section 4 requires planning applications to adhere to the masterplan.	No change.
<i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
<p>IW1 is unlikely to deliver 1,900 homes by 2040:</p> <ul style="list-style-type: none"> <li>• planning a new settlement is more complex and time consuming than sustainable urban extensions such as Money Hill, South East Coalville (timescales for the latter are set out).</li> <li>• Bedford Local Plan Inspector disagreed with that council’s assumed build out rates</li> <li>• For the IW1 site, there are significant matters to resolve including flood risk, heritage, ecology, proximity of the airport and Donington circuit</li> <li>• There are parallels with the two strategic Development Areas in the adopted Harborough Local Plan where first occupation is unlikely to be before 2026 and 2028 respectively.</li> <li>• There is no proposed trajectory IW1. Until there is, additional sites could be needed.</li> <li>• A new settlement is heavily reliant on new infrastructure and there is</li> </ul>	This matter is considered in the covering report.	The revised assumption is that some 1,950 dwellings will be built by 2042 (the plan end date).

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>currently limited evidence quantifying what is needed, costs and delivery timescales</p> <ul style="list-style-type: none"> <li>• Lead-in times will be long.</li> <li>• Major new housing developments in Leicestershire have generally failed to meet anticipated delivery rates and/or required significant public funding for necessary infrastructure. The Parish Councils are not convinced that the proposed new settlement will deliver 1,900 dwellings in the period up to 2040.</li> </ul> <p>Respondents' assessments of the number of homes which could be delivered by 2040 are variously a) circa 145-160 dwellings/year; b) none; c) up to 300; d) up to 500;</p>		
<p><i>Respondents: Richborough (130); William Davis Homes (136); Strategic Land Group (116); David Wilson Homes (150); Cora (172); Mr R Botham (174); Bloor Homes (187); Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196); Jelson Homes (243);</i></p>		
<p>Based on the promoters' experience elsewhere, 1,900 dwellings is an underestimate. Housing delivery on IW1 could be closer to 250 per annum after 3-4 years on site. This would mean the Council would not need to allocate additional sites as Isley Woodhouse could supply a further 525 new homes above that anticipated. However, the west of Castle Donington allocation (CD10) could reduce the build out rate at Isley Woodhouse as both sites will be competing within the same market.</p>	<p>This matter is considered in the covering report.</p>	<p>The revised assumption is that some 1,950 dwellings will be built by 2042 (the plan end date).</p>
<p><i>Respondents: Harworth &amp; Caesarea (226);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
It would be preferable that the 4,500 homes are expedited on this land to increase the allocation from 1,900 and reduce the allocation elsewhere.	This matter is considered in the covering report.	The revised assumption is that some 1,950 dwellings will be built by 2042 (the plan end date).
<i>Respondents: Castle Donington Parish Council (277);</i>		
<b>4 – Justification for this development</b>		
<p>The proposed 'new settlement' does not have sufficient evidence to prove it is deliverable.</p> <ul style="list-style-type: none"> <li>• It has not been demonstrated that site issues (including flooding and environmental factors) have been addressed</li> <li>• It is unclear whether all the landowners are supportive and whether landowner agreements are in place</li> </ul> <p>The costs of providing the necessary transport and infrastructure to support the proposed new settlement have increased significantly over recent years while there are ongoing economic changes impacting on housing market performance. The viability of the new settlement is declining, with cost inflation now outpacing house price inflation. The Parish Council is concerned that the new settlement will not be able to viably provide the level of transport and infrastructure improvements required to make it sustainable.</p>	<ul style="list-style-type: none"> <li>• There is further work to do, including in relation to transport modelling, infrastructure delivery and viability testing. That understood, the supporting evidence is considered to be sufficiently advanced (proportionate to the stage the plan is at) for the new settlement to be included in the next stage of plan preparation. No fundamental barriers to delivery have been identified.</li> <li>• As far as the Council is aware the landowners are supportive and are working in collaboration with the site promoters</li> </ul>	No change.
<i>Respondents: David Wilson Homes (150); Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196);</i>		
It is unclear from the information available how this settlement option has been taken	As outlined, the Council has considered all the potential, available sites from the	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
forward as a preferred option. Nor is it clear how the anticipated level of development could be achieved - is the Council satisfied that the proposal is developable and deliverable in the manner that it anticipates?	Strategic Housing and Employment Land Availability Assessment and tested alternative strategies, with and without a new settlement, through the Sustainability Appraisal. There is further work to do, including in relation to transport modelling and infrastructure delivery. That understood, the supporting evidence is considered to be sufficiently advanced (proportionate to the stage the plan is at) for the new settlement to be included in the next stage of plan preparation. No fundamental barriers to delivery have been identified.	
<i>Respondents: Historic England (357);</i>		
If the new settlement does not get built, the major impact on housing numbers will impact the whole of the District, with other sustainable settlements having to take up the slack. Putting eggs in one basket is a risk and the Inspector will draw the same conclusion and want a robust plan B.	Noted. The proposed development strategy includes significant levels of development elsewhere in the district in addition to the new settlement. This approach helps to mitigate risk and maintain the overall supply of new housing year on year. The housing requirement figure also includes an additional margin to compensate for unexpected circumstances (e.g. delays).	No change.
<i>Respondents: Kevin Morrell (435);</i>		
The whole basis for building the town is based on assertions and statistics which, at best, are highly questionable.	The Government provides each local planning authority with a housing requirement figure which is the minimum figure the Local Plan should plan for. Local Plans should expect to meet development needs in full (see NPPF paragraph 35). The Council has considered all the potential, available sites from the Strategic Housing and Employment Land Availability Assessment and tested alternative strategies	No change.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	to meet the housing figure, with and without a new settlement, through the Sustainability Appraisal. The outcome of the work so far is that IW1 is needed and justifiable.	
<i>Respondents: Richard Brackenbury (117);</i>		
<b>6- Support</b>		
Support and agree with the draft allocation of the Isley Woodhouse New Settlement [detailed reasons set out].	Support welcomed.	No change.
<i>Respondents: Harworth &amp; Caesarea (226);</i>		
Castle Donington Parish Council supports the concept of a new settlement to take as much of the housing allocation as possible in order to reduce the burden on Castle Donington and other areas.	Support welcomed.	No change.
<i>Respondents: Castle Donington Parish Council (277);</i>		
<b>7 – Masterplan</b>		
Expand section (4) of Policy IW1 to include a policy/policies that apply draconian sanctions to the developers in the event of non-compliance and/or non-performance.	The measures that the planning system has to regulate development include a) ensuring compliance with conditions and b) if necessary, enforcement action. Criterion 4 of Policy IW1 also confirms that “the Council will only approve planning applications that adhere to the comprehensive masterplan ... and the bespoke design code”.	No change.
<i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
In recognition that a new settlement will come forward in phases over the lifetime of the Plan (and in all likelihood its successor(s)), consider whether a separate	The merits of such an approach could be considered further but this should not affect an ‘in principle’ decision to include IW1 in the Local Plan at this stage.	No change

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Supplementary Development Plan (SDP) document is required, providing a strategic framework that sets out the overall vision and strategic masterplan for the International Gateway (IG) area. Within the framework provided by any such SDP, the new Local Plan and its successor(s) could then bring forward allocations and policies that deliver their own respective elements of the overall International Gateway Transport Strategy. This would provide a robust platform:</p> <ul style="list-style-type: none"> <li>• for the identification of the overall service and infrastructure needs of the IG area;</li> <li>• for seeking to deliver the required infrastructure in 'one go' wherever possible; and</li> <li>• for maximising opportunities for securing developer contributions and ensuring their most effective use in combination with any available public funding streams.</li> </ul>		
<p><i>Respondents: Leicestershire County Council (341);</i></p>		
<p><b>8 – Cumulative impacts</b></p>		
<p>Plan should recognise that this site would form a significant element of further development in the International Gateway Area (or immediately adjoining), including EMP90, CD10 and the wider Freeport, thus it cannot be considered in isolation.</p>	<p>It is agreed that this site cannot be viewed in isolation and requires a strategic approach. In this respect, the forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan proposals and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Leicestershire CC (as Local Highways Authority) (341);</i>		
The cumulative effect on Diseworth of EMP90 and IW1 (including loss of wildlife habitat and rural landscape, air quality, light, noise, flooding, mental and physical health, traffic and more) must be viewed holistically. NWLDC must develop policies and strategies that properly address issues of cumulative environmental impacts.	The 'whole plan' Sustainability Assessment will provide a combined analysis of the social, environmental and economic impacts of the Local Plan's policies and allocations.	
<i>Respondents: Sarah-Jane Varley (67); Protect Diseworth (115); Michael Doyle (138); Christine Agar (152); Angela Bamford (194); Long Whatton &amp; Diseworth Flood Working Group (199); Erika Wood (210); Andy Foxall (217); Louis Della-Porta (249); Beverley Aust (257); Janet Allard (271); Pauline Needham (292); Stephen MacIver (330); Guy Jeffrey (352); David Fenny (388); Cllr Ray Sutton (405); Karen Oliff (593);</i>		
<b>9 – Employment land</b>		
The proposed industrial build element of the settlement is not compliant with Local Plan Policy Ec2(2).	The role of the new Local Plan is to positively identify sites to meet future development needs. That is the exercise which is being undertaken and will inevitably mean identifying sites for development which would not be permitted under the terms of the adopted Local Plan. The requirements of the adopted plan, in this case Policy Ec2, will be superseded by the new plan once it is adopted.	No change.
<i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
The area of land to the north of the A453 has been highlighted for industrial usage to act as a barrier for the development to lessen sound/noise pollution affecting the new settlement. This land in effect is the centre of "Isley Walton" as it now stands. How are the current residents taken into consideration, when this stage of the development would see a large proportion of properties being	Including an element of employment land will improve the overall sustainability of the new settlement (see NPPF paragraph 74b). The precise location of the employment area is not decided at this stage but it is agreed that this must be at sufficient distance from the houses in Isley Walton so as not to have a detrimental effect.	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
absorbed into this area? Noise pollution being used as an excuse to industrialise this area.		
<i>Respondents: Jo Coultas (55);</i>		
<b>10 – Site capacity</b>		
<p>The site capacity is below that stated in Policy IW1:</p> <ul style="list-style-type: none"> <li>• SHELAA uses a gross to net development ratio of 50% in accordance with the Joint SHELAA Methodology (2019). This ratio does not take into account the need to provide employment floorspace, shops, schools and community facilities necessary to make the development sustainable. To accommodate 4,500 dwellings at the density suggested in the SHELAA, the site would need to be developed almost entirely for housing.</li> <li>• Additional and will need to be kept free from housing because of the proximity of Donington circuit and the airport.</li> <li>• The western boundary of the site is in Flood Zone 2 diminishing the available land further.</li> </ul>	<p>At this point, with the information available, the capacity figure is considered to provide a reasonable basis to plan for. The overall number of homes could change as the proposals become more detailed and evidence studies more specific. The promoters' recent public consultation suggested a figure of 4,250 homes.</p>	<p>No change.</p>
<i>Respondents: MSV (181);</i>		
<b>11 – Affordable Housing</b>		
Young people/local workers won't be able to afford the homes.	Criterion 2(h) addresses this point directly and further explanation is given in paragraphs 4.113-4.114. Subject to viability	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Will IW1 have social housing? More of the housing needs to be able to be afforded by those who are working in nearby warehousing jobs. It is not clear that the development would be attractive to local workers.</p>	<p>testing, the percentage of affordable housing for IW1 may be higher than elsewhere in the district.</p>	
<p><i>Respondents: Peter Forster (3); Alison Evans (57); Robert Evans (73); Richard Smith (101); East Midlands Airport (230); Noel McGough (287); Katrina Paling (288); David Hawtin (307); Sally Price (310); S. Smith (372); Carly Snee (626);</i></p>		
<p><b>12 – Economic impacts</b></p>		
<p>Local tourism trade will be adversely affected.</p>	<p>The council is not aware of evidence that the building of new homes would adversely affect local tourism. Indeed, the new residents of IW1 may boost custom for local tourism events and destinations.</p>	<p>No change.</p>
<p><i>Respondents: Lesley Hextall (9);</i></p>		
<p><b>HIGHWAYS</b></p>		
<p><b>1 – Access/road layout</b></p>		
<p>There appears to be a major roundabout proposed at the top of the hill between the existing A453 and Melbourne Road close to The Rookery which will overlook Grade 2 listed buildings. The obvious place to put a relief road would be either at Castle Donington traffic lights or at DHL roundabout and cutting straight across to Moor Lane, this would go roughly through the middle of the development and would take traffic away from Isley Walton.</p>	<p>The precise locations of the access points and the overall road layout and improvements is not yet decided. Much will depend on the outcome of the forthcoming transport modelling. It is agreed that the planning of these matters will need to take full account of nearby listed buildings and other heritage assets, amongst other factors.</p>	<p>No change.</p>
<p><i>Respondent: Angus Shields (2);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>2 – Highways capacity</b>		
<p>Given the size and proximity to our network of the Isley Woodhouse allocations, this development (in particular) is likely to have a material traffic impact on the SRN. Junctions of interest include M1 J23a/ A453 Finger Farm roundabout, M1 J24, A50 J1, and A42 J14. It is likely that infrastructure improvements will be required at some/all of these junctions.</p>	<p>Noted. The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan proposals and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts.</p>	<p>No change.</p>
<i>Respondents: National Highways (112)</i>		
<p>Transport modelling should assess the combined impact of IW1, EMP90 and CD10 on the local and strategic road network, identify impacts and mitigations.</p>	<p>Agreed. The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan proposals and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts.</p>	<p>No change.</p>
<i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405);</i>		
<p>Local road and SRN systems are already constrained including with traffic going to the airport, Donington Park (including during Download) and Diseworth itself. IW1 will add significant addition traffic movements making congestion worse, including during construction, including HGV movements to the industrial element of the development. This must be addressed.</p> <p>Any issues on M1, A453 and A42 already cause major problems to local communities with drivers striving to find alternative routes</p>	<p>Noted. The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan proposals and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>and using country lanes and villages as cut throughs.</p> <p>The shortest route to Derby is via Swarkstone Bridge which is Grade I listed and a Scheduled Ancient Monument.</p> <p>A453 serves as an access road for freight as well as for those working on the airport site.</p>		
<p><i>Respondents: Duncan Ross (44); Emma Ward (53); Joanna Wragg (54); Jo Coultas (55); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Stephen Pember (89); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Alicia Smithies (109); Paul Jepson (110); Susan Smith (111); Andrew Allman (114); Protect Diseworth (115); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Angela Shephard (126); Paul Shephard (127); Delia Platts (137); Adrienne Chester (145); Duncan Ferguson (148); Christine Agar (152); Isobel Smithies (164); Charlotte Jones (169); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Breedon on the Hill Parish Council (196); Lesley Allman (198); Peter Onyon (203); Alastair Hutchinson (222); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); John Aust (255); Beverley Aust (257); Sandie Moores (259); Charlotte Springthorpe (260); Sean Gascoigne (261); Charlotte Agar (264); Meryl Tait (273); Alan Wade (274); Richard Smithies (276); Garry Needham (285); Noel McGough (287); Katrina Paling (288); Pauline Needham (292); DHL (293); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Kathryn Hutchinson (304); Emma Haycraft (306); David Hawtin (307); Patricia Guy (308); Jacqueline Quinton (312); Nichola Miller (313); Elizabeth Jarrom (315); William Jarrom (316); Travis Croft (319); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Stephen Maclver (330); Dawn Maclver (331); Sue Orme (332); Sylvia Slevin (339); Bill Slevin (342); Alison Millward (343); Tony Wilson (351); Amy Dunmore (349); Vanessa Johnson (354); Jennifer Onyon (358); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Morwenna Mitchell (377); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Cllr Ray Sutton (405); East Midlands Airport (230); Glenn Robinson (423); Nicola Clarke (424); Bruce Scott (482); Helen Warren (503); Karen Oliff (593); Laura Kristiansen (598); Aimee Ridler (625); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Hannah Robinson (653);</i></p>		
<p>County Highways have no money to fund the improvements necessary.</p>	<p>Once the necessary road improvements have been identified, the next stage will be to confirm funding sources. Developer funding will be essential. This exercise will be done as part of the Infrastructure Delivery Plan which will accompany the Local Plan.</p>	<p>No change.</p>
<p><i>Respondents: Alison Evans (57); Robert Evans (73); Karen Franklin (639);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
It is essential that the transport assessment takes into account the impact of the additional development traffic on the operation of Donington circuit, particularly on race days.	Noted. The transport modelling will have to be based on reasonable and justifiable assumptions.	No change.
<i>Respondents: MSV (181);</i>		
Accepting that work on the evidence base is on-going, it is the Local Highway Authority's view that, unless the Strategic Road Network issues can be addressed, it has very significant doubts that the Plan being proposed through this consultation will be effective, i.e. deliverable over the Plan period, and thus 'sound'. In this context, the close and proactive involvement and support of National Highways will be essential.	Noted. It is agreed that National Highways is a key stakeholder as the draft plan approaches its latter stages of preparation.	No change
<i>Respondents: Leicestershire County Council (341);</i>		
Development will affect access to existing sites (e.g. the airport).	The planning of highways upgrades etc must ensure that access to existing development, including the airport, is maintained. It could be necessary to change access arrangements in a more detailed way e.g. changes to the configuration or location of a junction.	No change.
<i>Respondents: East Midlands Airport (230);</i>		
Will the A453 be turned into a dual carriageway from Donington Services to Castle Donington traffic lights?	The necessity for the dualling of this stretch will be a matter for the forthcoming transport modelling. It is feasible that this type of upgrade could be required.	No change.
<i>Respondents: Angus Shields (2);</i>		
It may be that workers for the airport and local industry use A453/M1/A42 to reach the site from Birmingham, Nottingham, Derby etc therefore causing extra traffic	Agreed. The transport modelling will need to incorporate realistic assumptions about the origins and destinations of the additional traffic that these developments will generate.	No change.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	Some of these journeys will start/end outside the district.	
<i>Respondents: Lesley Hextall (9);</i>		
It is requested that any transport impacts within South Derbyshire associated with the development of this site, in terms of highway capacity, safety and local amenity, be identified and satisfactorily mitigated, including in respect of any heavy goods vehicle movements.	Noted. The forthcoming transport modelling work will consider movements in/out of the district.	No change.
<i>Respondents: South Derbyshire DC (545);</i>		
<b>3 – Road safety</b>		
There will be increased traffic using the villages (including Diseworth, Breedon, Melbourne, Stanton by Bridge, Kings Newton, Swarkstone, Long Whatton) as a rat run when local major roads are blocked, busy or closed and during construction of IW1. Our roads are not designed to accommodate such a volume of traffic. It will be particularly hazardous for school children. The school is located on a blind bend and already has issues with traffic and parking.	IW1 will result in an increased number of journeys on local roads. The forthcoming transport modelling will help to quantify the increase and identify the measures needed in response. Sustainable transport options will be an important way to bear down on the number of car trips (see Policy IW1 criteria 2(e) and (h)). Improved bus services in particular will be important.	
<i>Respondents: Nick Hollick (38); Sadie Dunmore (66); Sarah-Jane Varley (67); Robert Evans (73); Stephen Pember (89); Richard Smith (101); Stuart Dudley (102); Susan Smith (111); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Delia Platts (137); Adrienne Chester (145); Isobel Smithies (164); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Sean Gascoigne (261); Charles Brompton (272); Meryl Tait (273); Richard Smithies (276); Pauline Needham (292); Caroline Reffin (300); Annette Della-Porta (302); Kathryn Hutchinson (304); Elizabeth Jarrom (315); William Jarrom (316); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Stephen Maclver (330); Dawn Maclver (331); Vanessa Johnson (354); Thomas Onyon (356); Sally Simpson (371); Jim Snee (376); Kevin Ward (380); David Fenny (388); Nigel Lane (629); Thomas Lane (630); Karen Franklin (639);</i>		
The local road network, in particular A453, is already/close to being dangerous.	It is agreed that there will be some increase in journeys on local roads. The forthcoming	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>More traffic and larger vehicles will create more danger for existing road users such as cyclists and horse riders.</p> <p>This settlement will increase traffic along the Green in Diseworth making it even more hazardous for residents cycling or walking along the road between Long Whatton and Diseworth. This route is already used as a rat run for workers heading for the Airport. There will also be an increased risk of traffic collision at Long Whatton school.</p>	<p>transport modelling will help to quantify the increase and identify the measures needed in response.</p> <p>All proposals will be subject to a road safety audit at detailed design stage which will consider all types of road user.</p>	
<p><i>Respondents: Nick Hollick (38); Joanna Wragg (54); Protect Diseworth (115); Jennifer Onyon (358); Paul Butterworth (385); Cllr Ray Sutton (405); Julie Doyle (416); Nicola Clarke (424); Hannah Robinson (653);</i></p>		
<p>The only parking for Isley Walton Church is on the A453 which is a very busy road 24/7, what will be done to safe guard people wanting to go to the Church when the roads get even more busy</p>	<p>For pedestrians, a key consideration will be to identify where the 'desire lines' are for people crossing roads. In turn, the type of pedestrian crossing will need to suit the location, the level of use and the types of user (e.g. pedestrians, cyclists, horse-riders).</p> <p>All proposals will be subject to a road safety audit at detailed design stage.</p>	<p>No change.</p>
<p><i>Respondents: Angus Shields (2);</i></p>		
<p><b>4 – Sustainable transport</b></p>		
<p>Public transport links are insufficient to support such a development.</p> <p>The only bus service through Diseworth and Long Whatton was withdrawn last year.</p> <p>There is not a bus stop between Melbourne and the airport.</p>	<p>It is agreed that improved public transport with realistic walking and cycling options are essential to improve the overall sustainability of the new settlement. This is emphasised in Policy IW1 criteria 2(e) and (h)). Ensuring there are additional bus stops in the best locations is one way to make bus travel a more realistic option.</p> <p>[Note: The Skylink Nottingham service serves Diseworth and Long Whatton]</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Lesley Hextall (9); Hazel Fitzgibbon (87); Andrew Allman (114); Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196); Janet Moorhouse (329); Alison Millward (343); Tony Wilson (351); Nicola Clarke (424); Laura Kristiansen (598);</i>		
<p>The proposed new town is very poorly situated with respect to the railway network. There will be a need for fast and frequent bus services connecting to East Midlands Parkway station. There are also separate proposals to extend the Nottingham Express Transit tram system beyond its present terminus at Clifton South via the Ratcliffe Power Station redevelopment site and East Midlands Parkway station to East Midlands Airport. If this is built, it should also serve the Isley Woodhouse new town. The plan should make appropriate reference to and suitable provision for this scheme.</p>	<p>Whilst not binding at this stage, the <a href="#">Baseline Infrastructure Capacity Report</a> observes that there should be at least one bus service providing access from the new settlement to a railway station – likely to be Long Eaton, East Midlands Parkway or Loughborough (page 63).</p> <p>It is agreed that connecting to the Nottingham tram network at East Midlands Parkway would significantly upgrade sustainable transport links in the Leicestershire International Gateway Area. Currently proposals for the tram extension are not confirmed. If and when they are, a more specific requirement for bus connections to it can be pursued.</p>	<p>No change.</p>
<i>Respondents: Long Whatton &amp; Diseworth Parish Council (189); Antony Kay (510);</i>		
<p>Promises of footpaths, cycle ways won't materialise as it's built on a hill and so everyone will drive everywhere. Sceptical this will be achieved.</p>	<p>Some residents will be happy to walk or cycle. Others will walk or cycle for some journeys but not all. Yet more may want to use an electric bike or take the bus. The key point is that, by providing a range of sustainable transport options, residents will be given a genuine choice (see Policy IW1 2(e)).</p>	<p>No change.</p>
<i>Respondents: Jacqui Donaghy (299); Bill Cunningham (301); Kathryn Hutchinson (304); Rod Dawson (417);</i>		
<p>1. The Leicestershire Local Access Forum (LLFA) has lodged three requests for Definitive Map Modification Orders (DMMOs) for what we claim are existing rights of way. It is to be seen if the County Council make the orders and if the routes are contested</p>	<p>1 – Noted. 2 – Noted. IW1 also brings the opportunity to make these routes more accessible and to extend the network of walking (and cycling) routes in the area. Proposed changes to Policy IW1 above in response to Natural</p>	<p>See proposed changes in response to Natural England (223).</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>the LLFA will wish to see the outcome tested by the inspectorate.</p> <p>2. The LLAF identifies that IW1 will potentially impact on existing public rights of way. The LLFA does not wish to see Rights of Way subsumed into the streets as such but would suggest they should remain green corridors through any development.</p>	<p>England's comments emphasise access to natural green space.</p>	
<p><i>Respondents: Leicestershire Local Access Forum (192);</i></p>		
<p><b>LOCAL SERVICES AND INFRASTRUCTURE</b></p>		
<p><b>1 – Infrastructure</b></p>		
<p>Welcome that the requirement for a comprehensive masterplan and phasing plans to identify all necessary on-site and off-site highway improvements.</p>	<p>Noted.</p>	<p>No change.</p>
<p><i>Respondents: National Highways (112)</i></p>		
<p>An Outline or Hybrid application will be necessary for the whole site rather than incremental full applications to ensure that highways infrastructure is delivered and coordinated in a timely way. We would welcome this inclusion in policy.</p>	<p>Agreed and this could be added to the supporting text. The requirements for a comprehensive masterplan and phasing plans (sections 3 and 4 of Policy IW1) will also help to ensure a comprehensive approach to the planning of the whole settlement.</p>	<p>Add to the supporting text: at the outset, an Outline or Hybrid application will be necessary for the whole site rather than incremental full applications to ensure a comprehensive and coordinated approach to the development.</p>
<p><i>Respondents: National Highways (112)</i></p>		
<p>Infrastructure and services modelling should assess the combined impact of IW1, EMP90 and CD10 and identify impacts and mitigations.</p>	<p>This will be done through the Infrastructure Delivery Plan (IDP) which will accompany the Local Plan. Infrastructure and service providers are centrally involved in the preparation of the IDP and this helps ensure that the overall impacts (beyond individual sites) are considered. A first stage <a href="#">Baseline</a></p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<a href="#">Infrastructure Capacity Report</a> has already been prepared.	
<i>Respondents: Protect Diseworth (115); Guy Jeffrey (352); Cllr Ray Sutton (405);</i>		
<p>Draft policy wording would need to include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues, unlike the draft policies for other site allocations.</p> <p>it is requested that developer contributions be sought toward sustaining the long term financial viability of existing bus service 9, which passes the proposed site and connects East Midlands Gateway to Ashby, Swadlincote and Burton.</p>	<p>Agreed. Criterion 3(b) should include reference to funding arrangements.</p> <p>The request for funding towards bus service 9 is noted. While this is a more detailed matter for a later stage, effective bus services will be a key means to bear down on the number of car journeys and improve the overall sustainability of the new settlement.</p>	<p>Amend criterion 3(b) as follows:          “The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, <b>funding arrangements</b> and its delivery in a coordinated and timely way.”</p>
<i>Respondents: Leicestershire CC (as Local Highways Authority) (341); South Derbyshire DC (545);</i>		
<p>Noting the scale of the proposed new settlement, it is recommended that paragraph 3(b) of the supporting text be amended to make reference to the need to identify appropriate infrastructure to support the waste management needs of the new settlement and any impacts it is likely to have on existing waste management infrastructure within the County.</p>	<p>It is considered that the wording of criterion 3(b) encompasses all relevant types of infrastructure and a specific reference to waste related infrastructure is not needed. The <a href="#">Baseline Infrastructure Capacity Report</a> makes the following observations with respect to waste infrastructure “LCC’s Minerals and Waste Local Plan states that there is sufficient capacity to enable targets for the recycling of local authority collected waste to be met. Similarly, sufficient capacity has been identified to enable targets for commercial and industrial waste to be met. Through our discussions with LCC, it is understood that further new sites are unlikely to be required to meet demand arising from new development within the plan period, with</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	LCC's strategic approach being focused on improving existing facilities" (page 46).	
<i>Respondents: Leicestershire CC (as Minerals and Waste Planning Authority) (341);</i>		
<p>The existing infrastructure cannot cope. There are not enough local amenities at present. Schools, doctors, dentists, midwifery services etc are all over capacity. Where is the funding? Pressure will increase on these vital services.</p> <p>This will be a large development with few facilities. Residents will have to travel for most requirements.</p> <p>The new settlement should have sufficient access to services and employment opportunities within the development itself, and at the same time as the houses are built, without reliance on the facilities within existing communities which are already over-stretched.</p>	<p>The infrastructure implications of IW1 will be identified through the Infrastructure Delivery Plan (IDP) which will accompany the Local Plan. The <a href="#">Baseline Infrastructure Capacity Report</a> sets out the current position in both a 'by settlement' and 'by infrastructure type' way. The Capacity Report also lists the main types of funding sources (pages13-14): developer funding, Government funding and direct funding by infrastructure providers.</p>	No change.
<p><i>Respondents: Diane Wilby (60); Marie Slevin (68); Robert Evans (73); Richard Smith (101); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Andrew Allman (114); Christine Agar (152); Isobel Smithies (164); Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196); Lesley Allman (198); Jamie Agar (209); Patricia Jackson (227); John Aust (255); Beverley Aust (257); Charlotte Agar (264); Jeremy Hunt (269); Samantha Wade (275); Castle Donington Parish Council (277); Garry Needham (285); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Neil Curling (309); Elizabeth Jarrom (315); William Jarrom (316); Travis Croft (319); Ann Hawtin (327); Alison Millward (343); Tony Wilson (351); Vanessa Johnson (354); Ron Mearns (361); Sally Simpson (371); S. Smith (372); J. Smith (373); Susan Fenny (387); David Fenny (388); Nicola Clarke (424); Karen Oliff (593); Carly Snee (626); Hannah Robinson (653);</i></p>		
Other housing developments (e.g. at Castle Donington) make promises to build new schools, surgeries and fail to deliver.	The infrastructure implications of IW1 will be identified through the Infrastructure Delivery Plan (IDP) which will accompany the Local Plan.	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Facilities will be negotiated down and infrastructure compromised.</p> <p>Scepticism that the infrastructure will be delivered.</p>	<p>Without going into the detail of any particular site, infrastructure which is developer funded (either in whole or in part) is secured at planning application stage through legal agreements and/or conditions. Sometimes the arrangement is that the funding will go to an infrastructure provider (e.g the Local Education Authority) to provide the service or facility (e.g a new school). On occasions the provider decides it can provide the service in an alternative way from what was originally intended (e.g. there is sufficient spare capacity in an existing school). This can be acceptable provided the terms of any legal agreement/s are still met.</p>	
<p><i>Respondents: Joanne Hunt (253); Kathryn Hutchinson (304); Vanessa Johnson (354); Carly Snee (626);</i></p>		
<p>The current infrastructure including power, heating, lighting, water and drainage would require a total upgrade through the area which would cause massive destruction for years before starting any housing development.</p>	<p><a href="#">Annex A</a> of the <a href="#">Baseline Infrastructure Capacity Report</a> contains an initial infrastructure long list and this includes indicative phasing. This will be refined as the Infrastructure Delivery Plan is progressed. Infrastructure delivery will be timed to take place alongside development; it is not necessary (or feasible) for all the infrastructure to be in place before house building starts.</p>	<p>No change.</p>
<p><i>Respondents: Angus Shields (2); Lesley Hextall (9); Emma Ward (53); Glenn Robinson (423);</i></p>		
<p>To include the provision of schools and commerce as a 'bonus' within the proposed development does not show that consideration has been made of the number of child places not taken up in other areas (e.g. Castle Donington)</p>	<p>The school place requirements of IW1 will be identified through the Infrastructure Delivery Plan (IDP) which will accompany the Local Plan. The <a href="#">Baseline Infrastructure Capacity Report</a> sets out the current position which has been informed by discussions with the Education Authority.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Karen Jepson (106); Stephen Smith (305);</i>		
<p>NWLDC should prove how it will plan and enforce a coherent strategy rather than simply permit the development, take the council tax and then sit back and allow public services and infrastructure to decay even further in this area.</p>	<p>The infrastructure implications of IW1 will be identified through the Infrastructure Delivery Plan (IDP) which will accompany the Local Plan. The <a href="#">Baseline Infrastructure Capacity Report</a> sets out the current position. Infrastructure which is developer funded (either in whole or in part) is secured at planning application stage through legal agreements and/or conditions. The legal agreement is binding on all parties who sign it, including the council.</p>	<p>No change.</p>
<i>Respondents: Richard Brackenbury (117);</i>		
<b>ENVIRONMENTAL</b>		
<b>1 – Overarching environmental issues</b>		
<p>Concern about IW1's impact on the environment. No amount of measures to mitigate the environmental impact will make any difference.</p>	<p>Mitigation of the right type can profoundly improve the overall environmental impacts of new development. This can include, but is not limited to, comprehensive landscaping (Policy IW1 criterion 3(c)), biodiversity net gain (criterion 3(g)) and carbon reduction (criterion 2(b)).</p>	<p>No change.</p>
<i>Respondents: Jeremy Hunt (269); Pauline Needham (292); Jane Cunningham (303); Rod Dawson (417);</i>		
<p>In what way is an entire new town a more efficient use of resources over the strategic and careful targeting of housing in areas where it is most needed and where infrastructure exists and can simply be upgraded?</p>	<p>The Council has considered all the potential, available sites from the Strategic Housing and Employment Land Availability Assessment. This comprehensive approach points to IW1 being needed in addition to a considerable number of sites elsewhere in the district.</p>	<p>No change.</p>
<i>Respondents: Stuart Dudley (102);</i>		



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>2 – Landscape and topography</b>		
<p>Once gone, too much beautiful countryside will be lost forever. Development will result in the loss of fields, trees and extensive lengths of ancient hedgerows. Beautiful views will be lost. The intrinsic character of the local countryside will be lost. It will result in urban sprawl.</p>	<p>The Council has considered all the potential, available sites from the Strategic Housing and Employment Land Availability Assessment. This comprehensive approach points to IW1 being needed in addition to a considerable number of sites elsewhere in the district. Key considerations are whether impacts can be mitigated to an acceptable level and/or whether the negative impacts on landscape character etc. are outweighed by the overall benefits of the development. At this stage, the council considers that the latter is the case.</p>	<p>No change.</p>
<p><i>Respondents: Peter Forster (3); Lesley Hextall (9); Duncan Ross (44); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Stephen Pember (89); Craig Jones (104); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Richard Brackenbury (117); Angela Shephard (126); Paul Shephard (127); Cllr Carol Sewell (128); Adrienne Chester (145); Janet Hutchinson (154); Joshua Smithies (156); Isobel Smithies (164); Lesley Allman (198); Erika Wood (210); Andy Foxall (217); Alastair Hutchinson (222); Rachel Smith (224); Anne Howell (240); Christopher Howell (241); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Springthorpe (260); Sean Gascoigne (261); Charlotte Agar (264); Elinor Hunt (270); Janet Allard (271); Meryl Tait (273); Richard Smithies (276); Noel McGough (287); Katrina Paling (288); Bill Cunningham (301); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); David Hawtin (307); Patricia Guy (308); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Stephen MacIver (330); Dawn MacIver (331); Annelise Hunt (333); Kevin Walker (336); Martin Cooper (344); Amy Dunmore (349); Tony Wilson (351); Jennifer Onyon (358); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Jim Snee (376); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Mr Wykes (401); Cllr Ray Sutton (405); Glenn Robinson (423); Nicola Clarke (424); Chris Duggan (427); Tim Wagstaff (429); Bruce Scott (482); Shirley Briggs (539); Karen Oliff (593); Laura Kristiansen (598); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>Development and the removal of natural vegetation will impact on the stability of slopes and increase water runoff from the site, which in turn will enhance the erosion of any exposed soil.</p>	<p>The council does not have evidence that land stability is a current or potential issue in this location.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Joanna Wragg (54);</i>		
<p>Work commissioned by the LW&amp;DPC identifies the role of this land a) maintaining Diseworth's nucleated form and identity as a rural settlement; and b) forms a backdrop to views from the north and east of Diseworth with PROW through the parcel affording long views out into the landscape and add to the setting of Diseworth within this rural landscape. Landscape and visual sensitivities are assessed as medium for housing and employment development.</p> <p>It is requested that effective landscape screening be provided and that built development be designed to mitigate any impact on the rural character of South Derbyshire to the west.</p>	<p>It is recognised that IW1 will have a landscape impact and that mitigation will be required. The exact nature of the mitigation measures which will be necessary will be determined at a later stage. The Council's <a href="#">Landscape Study</a> provides some initial guidance (see pages 61-62).</p>	<p>No change.</p>
<i>Respondent: Long Whatton &amp; Diseworth Parish Council (189); South Derbyshire DC (545)</i>		
<b>2 – Townscape/separate identity of villages</b>		
<p>Diseworth will lose its essential character, rural nature and setting, and its conservation village status when it adjoins such a large housing development.</p> <p>With EMP90, the village will be sandwiched between massive developments which will totally destroy the rural nature of Diseworth.</p> <p>The local character of this area is rural small villages separated by farmed countryside, linked to larger market towns. This area's character will be lost entirely.</p>	<p>The Local Plan recognises the separation between Diseworth and the proposed new settlement (IW1) to the west through the Limits to Development but a more specific planning protection may also be merited. A study has been commissioned to assess whether some form of countryside gap should be designated in the plan to better secure separation between IW1 and Diseworth.</p>	<p>No change but note the forthcoming separation study.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p><i>Respondents: Kathleen Robertson (27); Alison Evans (57); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Richard Smith (101); Craig Jones (104); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Angela Shephard (126); Paul Shephard (127); Cllr Carol Sewell (128); Delia Platts (137); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Laura Dudley (155); Charlotte Jones (169); Angela Bamford (194); Lesley Allman (198); Erika Wood (210); Andy Foxall (217); Rachel Smith (224); Charlotte Christodoulou (242); John Aust (255); Beverley Aust (257); Sandie Moores (259); Charlotte Springthorpe (260); Sean Gascoigne (261); Miriam Wallace (265); Samantha Wade (275); Mervyn Johnson (284); Garry Needham (285); Katrina Paling (288); Pauline Needham (292); Jacqui Donaghy (299); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Jacqueline Quinton (312); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Ann Hawtin (327); Janet Moorhouse (329); Dawn MacIver (331); Sue Orme (332); Kevin Walker (336); Bill Slevin (342); Amy Dunmore (349); Vanessa Johnson (354); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); J. Smith (373); Nicky Miller (374); Morwenna Mitchell (377); Jacqueline Butterworth (384); Susan Fenny (387); David David (432); Helen Warren (503); Patricia Hening (524); Shirley Briggs (539); Karl Pigott (580); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Karen Franklin (639);</i></p>		
<ul style="list-style-type: none"> <li>• The farmland of the proposed settlement forms a natural buffer between the built environment at the top of the Hill i.e. Airport and Race Track and small neighbouring villages below. This countryside should be protected.</li> <li>• Castle Donington, Isley Woodhouse and Diseworth will all become one entity</li> <li>• It will transform Wilson from being rural to predominantly urban. There will be continuous urban /industrial/ infrastructure from Wilson to the M1 and beyond.</li> <li>• There will be no separation from Diseworth. The cumulative development with overwhelm Diseworth.</li> <li>• A greater area of separation between Diseworth and IW1 is essential.</li> <li>• Can Isley Walton be screened from the development, from Glebe cottages to the White House on A453 and along the</li> </ul>	<p>The A453 acts as a boundary between the large scale development to the north and the open countryside to the south. IW1 would constitute a significant encroachment into this countryside and it will reduce the extent of separation between adjacent villages (Diseworth, Tonge and Isley Walton) and the development to the north.</p> <p>Whilst a study has been commissioned into a potential countryside gap between IW1 and Diseworth, the principle of maintaining the separate identify of settlements is one which could be incorporated into Policy IW1.</p>	<p>Add a criterion to IW1 as follows: A comprehensive masterplan...should provide for..</p> <p><b>3(x) both the physical and perceived separation between the new settlement and the villages of Isley Walton, Diseworth and Tonge through measures to include the careful siting of development and effective landscaping.</b></p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Melbourne Road to Church View with a 30m width of tree planting on top of a bund? This would help us keep the identity of our village.</p> <ul style="list-style-type: none"> <li>• How will Isley Walton be shielded from this development- being sited on Walton Hill and all views would be destroyed.</li> <li>• Isley Walton will be swamped.</li> <li>• Local villages will be blighted and will lose their tranquillity.</li> </ul>		
<p><i>Respondents: Angus Shields (2); Lesley Hextall (9); Duncan Ross (44); Robert Evans (73); Angela Shephard (126); Paul Shephard (127); Christine Agar (152); Janet Hutchinson (154); David Bamford (170); Alastair Hutchinson (222); Erica Morris (246); Louis Della-Porta (249); Charlotte Agar (264); Charles Brompton (272); Caroline Reffin (300); Jane Cunningham (303); Kathryn Hutchinson (304); Kevin Walker (336); Martin Cooper (344); Mr Wykes (401); Rod Dawson (417); Ian Robertson (430);</i></p>		
<p>The proposed new settlement would bring large-scale development even closer to Tonge with very significant impacts on the character of the settlement. The emerging Breedon on the Hill Neighbourhood Plan identifies a provisional Area of Separation between Tonge and the proposed new settlement. The Area of Separation can only apply within the Neighbourhood Area, so the new Local Plan provides the opportunity to extend the Area of Separation beyond the parish boundary.</p>	<p>The provisional Area of Separation was not supported by the Neighbourhood Plan Examiner. The new criterion recommended above deals with the principle of maintaining the distinct identity of existing villages.</p>	<p>See proposed new criterion above.</p>
<p><i>Respondents: Breedon on the Hill Parish Council (196);</i></p>		
<p><b>3 - Ecology</b></p>		
<p>Wildlife and habitats (including soils which also act as a sink for pollutants) will be lost forever. The Government is promoting ecological gain, not loss.</p>	<p>The broad hierarchy set out in the NPPF is that significant harm to biodiversity should be avoided where possible, then adequately mitigated and, as a last resort, compensated for. If none of these sequential steps can be</p>	<p>See the proposed changes below in response to Natural England's comments.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>achieved, planning permission should be refused (paragraph 186).  A comprehensive mitigation package will be required for the development to go ahead.  Natural England has not made an 'in principle' objection to the development of this site which is primarily arable land.</p>	
<p><i>Respondents: Angus Shields (2); Lesley Hextall (9); Duncan Ross(44); Joanna Wragg (54); Jo Coultas (55); Alison Evans (57); Diane Wilby (60); Sadie Dunmore (66); Sarah-Jane Varley (67); Robert Evans (73); John Hurley (88); Stephen Pember (89); Richard Smith (101); Craig Jones (104); Susan Smith (111); Protect Diseworth (115); Angela Shephard (126); Paul Shephard (127); Cllr Carol Sewell (128); Kay Armitage (149); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Charlotte Jones (169); Lesley Allman (198); Jamie Agar (209); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Louis Della-Porta (249); Joanne Hunt (253); Sandie Moores (259); Sean Gascoigne (261); Charlotte Agar (264); Miriam Wallace (265); Elinor Hunt (270); Janet Allard (271); Mervyn Johnson (284); Garry Needham (285); Pauline Needham (292); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Emma Haycraft (306); David Hawtin (307); Patricia Guy (308); Neil Curling (309); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Janet Moorhouse (329); Stephen Maclver (330); Dawn Maclver (331); Sue Orme (332); Annelise Hunt (333); Sylvia Slevin (339); Bill Slevin (342); Martin Cooper (344); Amy Dunmore (349); Tony Wilson (351); Guy Jeffrey (352); Thomas Onyon (356); Sally Simpson (371); Nicky Miller (374); Lucy Agar (375); Morwenna Mitchell (377); Kevin Ward (380); Paul Butterworth (385); Susan Fenny (387); Cllr Ray Sutton (405); Rod Dawson (417); Glenn Robinson (423); Nicola Clarke (424); Haydon Warren (426); Tim Wagstaff (429); Helen Warren (503); Shirley Briggs (539); Karen Oliff (593); Carly Snee (626); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<ul style="list-style-type: none"> <li>• Strategic Green Infrastructure (GI) should be coordinated throughout the large developments proposed in the north of the district (Isley Woodhouse, the developments at Castle Donington and Kegworth, East Midlands Freeport).</li> <li>• Also Biodiversity Net Gain sites to provide connected habitats for the maximum benefit for nature recovery and access for people to nature.</li> <li>• Consideration should be given to extending GI links across local</li> </ul>	<p>It is agreed that the policy could be more specific and testing with respect to green infrastructure requirements, biodiversity net gain, the approach to landscaping and climate change. A suite of amendments is proposed in response.</p>	<p>Amend criterion 1(g) as follows:  1(g) Formal and informal open space to include children's play areas, sport pitches, <b>natural green space</b>, recreation routes and cycling and walking links that supplement and enhance the existing rights of way network.</p> <p>Amend criterion 2(b) as follows:  2(b) Striving for carbon neutrality, <b>and adapting to climate change</b>, including by incorporating measures to minimise energy consumption whilst maximising the benefits</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>authority boundaries to link with other large developments that are proposed, including those falling within the focus of the East Midlands Development Company.</p> <ul style="list-style-type: none"> <li>• This proposal should follow a landscape led approach to ensure that the development fits in with the surrounding countryside and existing green &amp; blue Infrastructure (GBI) and can provide biodiversity net gain.</li> <li>• It should be an exemplar of sustainable, green development, incorporating connected natural areas and GBI throughout the site providing accessible, high quality green space for both future residents and for nature recovery.</li> <li>• This should include strategic-scale accessible natural green space (such as a country park) as recommended in the council's Green &amp; Blue Infrastructure Study.</li> <li>• The proposal should incorporate integrated water management and adaptation to climate change including nature-based solutions such as green roofs, street trees and wetlands.</li> <li>• Wider connections to sites within neighbouring local authorities should be considered including connection to Trent Gateway project.</li> </ul>		<p>from on-site renewable energy generation and energy efficient buildings.</p> <p>Amend criterion 3(c) as follows:  3(c) A comprehensive landscaping strategy <del>that</del> <b>which is demonstrably landscape-led and which</b> retains, enhances and capitalises on existing landscape features, <b>reflects its landscape context</b> and is informed by the Council's Landscape Sensitivity Study (2020).</p> <p>Amend criterion 3(d) as follows:  3(d) <del>The achievement of national biodiversity net gain requirements as a minimum.</del> <b>A comprehensive approach to strategic Green Infrastructure and Biodiversity Net Gain, providing connected habitats that bring maximum benefit for nature recovery and for residents' access to nature and natural green space and creating links to a wider GI network beyond the village where possible.</b></p>
<p><i>Respondents: Natural England (223);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>How can the developers / promoters of this site claim they can enhance the biodiversity by developing so much countryside/agricultural land and losing hedgerows? They will have to make massive use of off-site BNG credits which just passes the buck - it doesn't enhance this area's biodiversity better at all.</p> <p>IW1 cannot be designed in a way which will achieve 10% Biodiversity Net Gain.</p>	<p>Biodiversity Net Gain (BNG) is a national requirement designed to deliver a genuine uplift in biodiversity by creating or enhancing habitats in association with development. Much of this site comprises arable land which, in strict biodiversity terms, is not that diverse and BNG requirements could achieve a genuine improvement. Measures could include enhancing existing features, creating additional habitat areas and creating links to reduce the fragmentation of the local ecological network. BNG metrics are used to quantify the gains. However, it is considered that the policy could be strengthened further.</p>	<p>See the proposed changes above in response to Natural England's comments.</p>
<p><i>Respondents: Duncan Ross (44); Joanna Wragg (54); Jo Coultas (55); Stuart Dudley (102); Karen Jepson (106); Alicia Smithies (109); Angela Shephard (126); Paul Shephard (127); Christine Agar (152); Charlotte Jones (169); Sean Gascoigne (261); Richard Smithies (276); Noel McGough (287); Katrina Paling (288); Jacqui Donaghy (299); Kathryn Hutchinson (304); Stephen Smith (305); Patricia Guy (308); Jamie Smith (369); Carla Smith (370); Jim Snee (376); David Fenny (388); Tim Wagstaff (429);</i></p>		
<p><b>4 - Heritage</b></p>		
<ul style="list-style-type: none"> <li>It is not clear how the significance of named assets at Breedon on the Hill and Langley Priory have been considered, or the significance derived from their setting. There is the potential for the allocation to result in high levels of harm to significance of the heritage assets.</li> <li>Nearby Conservation Areas and various Listed Buildings would, potentially, also be affected by the proposed settlement. Again, it is not clear how any harm has been considered in NPPF terms, or how</li> </ul>	<p>Historic England's comment that this proposal does not show a positive approach to the historic environment merits further work.</p> <p>It is understood that the site promoters are undertaking work to assess and understand the potential impact on heritage issues. The Council will keep the matter under review. The requirements of Policy IW1 with respect to heritage should can be strengthened through the rewording of criterion 3(e).</p>	<p>Amend criterion 3(e) as follows:  3(e) <del>The conservation and enhancement of heritage assets both on site and within the vicinity of the site.</del> <b>A Heritage Assessment which will identify the heritage assets both on and beyond the site which may be impacted, their significance, including the significance derived from setting, and provide a thorough analysis of the impact of development on this significance.</b></p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Criteria 3e of the site policy could be achieved.</p> <ul style="list-style-type: none"> <li>• Would any proposed mitigation measures identified in the Landscape Sensitivity Study be harmful to the significance of heritage assets or significance derived from setting?</li> <li>• the Plan does not show a positive approach to the historic environment in respect of this site allocation.</li> </ul>		
<i>Respondents: Historic England (357);</i>		
<p>Concerned about the effect that the new Isley Woodhouse new town would have on the settings (views to and from / setting) of all the local heritage buildings. This includes Langley priory, Breedon hill fort and church, Donington Hall and the villages of Isley Walton, Diseworth, Tong and Belton themselves. The current residential area of Isley Walton includes many substantial period dwellings including listed buildings and a church, and other large houses with individual character.</p> <p>Diseworth will lose its conservation status.</p> <p>Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it</p>	<p>It is agreed that further work on the heritage impacts of the proposal is needed. See proposed approach outlined in response to Historic England above.</p>	<p>See the proposed changes above in response to Historic England's (357) comments.</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm.</p> <p>The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified.</p>		
<p><i>Respondents: Lesley Hextall (9); Duncan Ross (44); Joanna Wragg (54); John Hurley (88); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Karen Jepson (106); Paul Jepson (110); Gary Woods (113); Richard Brackenbury (117); Angela Shephard (126); Paul Shephard (127); Christine Agar (152); Janet Hutchinson (154); Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196); Erica Morris (246); Louis Della-Porta (249); Sean Gascoigne (261); Richard Smithies (276); Pauline Needham (292); Jacqui Donaghy (299); Kathryn Hutchinson (304); Emma Haycraft (306); Patricia Guy (308); Nichola Miller (313); Tony Wilson (351); Thomas Onyon (356); Nicky Miller (374); Lucy Agar (375); Morwenna Mitchell (377); Mr Wykes (401); Glenn Robinson (423); Tim Wagstaff (429);</i></p>		
<p><b>5 – Flooding and drainage</b></p>		
<p>The land allocated for IW1 (and EMP90) covers large areas of the water catchment that flows into Diseworth Brook – which too often floods within the village. Replacing the extensive woodland and farmland catchment area with hardstanding and building will bring a significantly heightened and additional flood risk to Diseworth and Long Whatton causing home owners further flooding issues. Mitigating flooding factors is a work in progress that has involved EMA and LCC and a group of volunteers from within the village. Release of the water from the Airport Retaining Ponds is not done during periods</p>	<p>The NPPF makes clear that granting planning permission should not lead to increased flood risk elsewhere (paragraph 173).</p> <p>Managing the risk of flooding from surface water is the responsibility of Lead Local Flood Authorities. LCC (in its role as the LLFA) prepared the Diseworth and Long Whatton Catchment Study and subsequently the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study in response to flooding in Diseworth and Long Whatton. LCC does not have an 'in principle' objection to IW1. Importantly its position is that the</p>	<p>Add a criterion to IW1 as follows:</p> <p><b>2(x) Incorporating appropriate measures to manage surface water run-off from the site by sustainable means, ensuring i) discharge rates meet LLFA requirements; ii) existing properties are not exposed to increased flood risk; and (iii) the safe operation of East Midlands Airport is not inadvertently affected</b></p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>where flooding would occur. The development proposed would have a huge negative effect on the work already achieved.</p> <p>EMP90 and IW1 will result in over 200 Ha of land adjacent to Diseworth, representing two thirds of the natural rainwater runoff catchment area into Diseworth Brook, being concreted over. As Diseworth Brook runs through the heart of the village and is a fast flow reacting brook, the risk of increased frequency and scale of flooding in the village is unavoidably increased. The sheer scale of contributory flood risk from these developments will be such that mitigation will not be economically viable. If these developments go ahead, then NWLDC will have relinquished its duty of care and knowingly condemned Diseworth and downstream Long Whatton to certainly of material flooding and increased damage to property.</p> <p>The roads would become totally flooded in Isley Walton and Tongue, recently this area has become almost impassable in times of prolonged rain.</p> <p>The fields by Moor Lane flood as does the Melbourne Road at Church View, this will only be made much worse by any development.</p> <p>Flooding will happen in the wider area e.g. Wilson</p>	<p>discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site.</p> <p>Similarly, the Environment Agency has not objected to the proposal.</p> <p>Policy IW1 is currently silent on the matter of surface water drainage. In view of the extent of local concern, this should be rectified.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p><i>Respondents: Angus Shields (2); Peter Forster (3); Lesley Hextall (9); Ian Ward (34); Nick Hollick (38); Duncan Ross (44); Emma Ward (53); Joanna Wragg (54); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Sadie Dunmore (66); Susan Hurley (69); Robert Evans (73); John Hurley (88); Stephen Pember (89); Richard Smith (101); Stuart Dudley (102); Judith Bilington (103); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Angela Shephard (126); Paul Shephard (127); Cllr Carol Sewell (128); Delia Platts (137); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Charlotte Jones (169); Angela Bamford (194); Lesley Allman (198); Long Whatton &amp; Diseworth Flood Working Group (199); Jamie Agar (209); Erika Wood (210); Andy Foxall (217); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Louis Della-Porta (249); Joanne Hunt (253); Sandie Moores (259); Charlotte Springthorpe (260); Sean Gascoigne (261); Charlotte Agar (264); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Garry Needham (285); Noel McGough (287); Katrina Paling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Patricia Guy (308); Neil Curling (309); Sally Price (310); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Ann Hawtin (327); Janet Moorhouse (329); Stephen MacIver (330); Dawn MacIver (331); Sue Orme (332); Sylvia Slevin (339); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Cllr Ray Sutton (405); Julie Doyle (416); Rod Dawson (417); Glenn Robinson (423); Haydon Warren (426); Chris Duggan (427); David David (432); Bruce Scott (482); Helen Warren (503); Sheila Dakin (545); Karl Pigott (580); Kathleen Pigott (581); Karen Oliff (593); Laura Kristiansen (598); Aimee Ridler (625); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>The discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site. The requirements of East Midlands Airport will need to be considered relating to bodies of open water within proximity to the airport site.</p>	<p>See proposed change above.</p>	<p>See above for proposed additional criterion dealing with surface water drainage.</p>
<p><i>Respondents: Leicestershire CC (as Lead Local Flood Authority) (341);</i></p>		
<p>Development will result in chemicals and pollution bleeding into the soil killing living organisms.</p>	<p>There are engineering solutions to control and manage surface water run off (e.g. Sustainable Urban Drainage Systems) including removal of pollutants.</p>	<p>See above for proposed additional criterion dealing with surface water drainage.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
Additional water flow in Diseworth Brook will be harmful to water-borne wildlife. Water quality is already affected by industrial pollution and the proposals could make it worse.		
<i>Respondents: Nick Hollick (38); Stephen Pember (89); Sean Gascoigne (261); Emma Haycraft (306); Sarah Gascoigne (321); Nicola Clarke (424);</i>		
The western most edge of the site currently lies within Flood Zone 3. It is anticipated the extent of Flood Zone 3 will increase to a small extent once NaFRA2 [National Flood Risk Assessment 2] goes live [expected Spring 2025]. There is also a small amount of land lying within Flood Zone 3 on the eastern edge of the site. There are ordinary watercourses within the site boundary. The rest of site is Flood Zone 1.	Noted.	No change.
<i>Respondents: Environment Agency (404);</i>		
IW1 will require massive and costly flood mitigation measures which may be unaffordable.	The costs of installing sufficient surface water drainage will be the developers' responsibility. More generally the Infrastructure Delivery Plan will identify funding sources for the infrastructure required. In many cases, this will be developer funding but it could include some public sector funding. Infrastructure requirements will be reflected in the Local Plan as appropriate. Whilst the full infrastructure costs are currently unconfirmed, there is no evidence at this point that they are unaffordable and would make the development undeliverable.	No change
<i>Respondents: Tony Wilson (351); Jim Snee (376);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>New building proposals should include both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water in order to alleviate flood risk in Breedon, Long Whatton and Diseworth villages.</p> <p>Water quality is also important, and the District Council will be aware of multiple criminal charges being brought against East Midlands Airport Ltd by the Environment Agency for pollution entering the river system.</p>	<p>Noted. Policy IW1 is currently silent on the matter of surface water drainage and this should be rectified.</p>	<p>See above for proposed additional criterion dealing with surface water drainage.</p>
<p><i>Respondents: Long Whatton &amp; Diseworth Parish Council (189); Breedon on the Hill Parish Council (196);</i></p>		
<p><b>6 – Impacts on residents</b></p>		
<p>Air quality and noise pollution is already poor because of increased traffic, increased flights and increased housing and warehousing in the area. The potential of thousands of homes is going to have a massive negative impact on noise, air and light pollution (Diseworth is in a dip) including from the increased volume of traffic coming through Diseworth and Long Whatton. This will have a negative impact on the health and well being and quality of life of existing residents. The surrounding area will be affected as well. Construction over an extended timeframe will worsen air quality from equipment emissions and increased traffic</p> <p>Isley Walton is regularly exposed to road traffic noise above 55 dB and aircraft noise above 65dB. This is above the EU's</p>	<p><b>Traffic:</b> Forthcoming transport modelling will help identify the routes that IW1 traffic will take including the propensity (if any) for vehicles to route through Diseworth and Long Whatton and which will help to address what mitigation is required</p> <p><b>Air quality:</b> The High Street/Bondgate area in Castle Donington is an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The 2023 Air Quality Annual Status Report shows that NO<sub>2</sub> standards were met in the AQMA in 2022. The traffic modelling will identify how flows through Castle Donington could change which, in turn, would signal if NO<sub>2</sub> levels within the AQMA could worsen.</p> <p>Residents' comments more particularly relate to worsening air quality with Diseworth itself.</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>threshold of 55 decibels (dB) for daily exposure and 50 dB for night exposure.</p> <p>Air quality here at Isley Walton has deteriorated significantly since DHL Cargo West was built and additional aircraft departing and arriving and in winter when aircraft de-icer is used. The smell from the airport holding ponds directly adjacent to the proposed development is absolutely disgusting. There are days when we cannot venture outside/have doors or windows open as the air stings our eyes and noses.</p>	<p>Draft Policy EN6 requires an air quality assessment to be prepared for development where air quality could be significantly affected.</p> <p><b>Noise and lighting:</b> As a predominantly residential development, IW1 is not expected to generate an unacceptable level of noise or lighting nuisance for existing residents. Care should be taken with the siting of development, especially the employment and commercial aspects to ensure this is the case.</p>	
<p><i>Respondents: Joanna Wragg (54); Alison Evans (57); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Robert Evans (73); John Hurley (88); Richard Smith (101); Stuart Dudley (102); Judith Bilington (103); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Chris Peat (123); Susan Ward (125); Angela Shephard (126); Paul Shephard (127); Delia Platts (137); Michael Doyle (138); Duncan Ferguson (148); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Lesley Allman (198); Jamie Agar (209); Erika Wood (210); Andy Foxall (217); Alastair Hutchinson (222); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Beverley Aust (257); Sandie Moores (259); Sean Gascoigne (261); Jeremy Hunt (269); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Noel McGough (287); Katrina Paling (288); Pauline Needham (292); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Patricia Guy (308); Neil Curling (309); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Travis Croft (319); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Stephen MacIver (330); Dawn MacIver (331); Annelise Hunt (333); Bill Slevin (342); Vanessa Johnson (354); Jennifer Onyon (358); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Susan Fenny (387); Mr Wykes (401); Nicola Clarke (424); Haydon Warren (426); Chris Duggan (427); Helen Warren (503); Karl Pigott (580); Karen Oliff (593); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Karen Franklin (639);</i></p>		
<p>The new residents will be adversely impacted by</p> <ul style="list-style-type: none"> <li>poor air quality, including from the noise/dust linked to the quarry at</li> </ul>	<p>In view of the proximity of the airport and Donington Race Circuit, the council has commissioned an initial noise impact study to help quantify the potential impacts and to identify any mitigation measures required. Its</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Breedon and the quarry lorries using local roads to reach A42.</p> <ul style="list-style-type: none"> <li>Noise from the Download festival and race days at Donington Park</li> </ul> <p>With respect to noise and air pollution, NWLDC and the applicant should demonstrate why the proposed site, which is already known to be unsuitable, has been selected for development. Specifically, why this location has been chosen over other potential alternatives.</p>	<p>findings may need to be reflected in Policy IW1 in due course. Currently criterion 3(f) of Policy IW1 requires a noise strategy to be prepared. Draft Policy EN6 requires an air quality assessment to be prepared for development where air quality could be significantly affected. Faced with high housing numbers, the Council has also had to explore the scope for new settlement/s, as recommended in the NPPF (paragraph 74). The Council has considered all the potential, available sites from the Strategic Housing and Employment Land Availability Assessment. This comprehensive approach points to IW1 being needed in addition to a considerable number of sites elsewhere in the district.</p>	
<p><i>Respondents: Lesley Hextall (9); Duncan Ross (44); Angela Shephard (126); Paul Shephard (127); Marie Brierley (638);</i></p>		
<p>There will be a reduction in local green amenity space and attractive walking routes which are essential for residents' wellbeing.</p> <p>To make properties attractive they need more space around them and woodland areas for children to play and adults to walk.</p>	<p>There is a network of public rights of way which cross the site. It is important that the design of any development takes these into account. There is also an opportunity to make these routes more accessible and to extend the network of walking (and cycling) routes in the area. Proposed changes to Policy IW1 above in response to Natural England's comments address these points.</p>	<p>See amendments in response to Natural England's (223) comments above.</p>
<p><i>Respondents: Alison Evans (57); Robert Evans (73); Stuart Dudley (102); Karen Jepson (106); Susan Smith (111); Michael Doyle (138); Erica Morris (246); John Aust (255); Bill Cunningham (301); Annette Della-Porta (302); Kathryn Hutchinson (304); Sarah Gascoigne (321); Janet Moorhouse (329); Sue Orme (332); Bill Slevin (342); Amy Dunmore (349); Guy Jeffrey (352); Morwenna Mitchell (377); Mr Wykes (401); Bruce Scott (482); Helen Warren (503); Karen Oliff (593);</i></p>		
<p>It will exacerbate existing parking problems resulting from the airport.</p>	<p>In addition to providing sufficient parking for residents and businesses in the new settlement, there may need to be restrictions</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	or other measures to prevent long stay parking by airport users.	
<i>Respondents: Beverley Aust (257); Jane Cunningham (303); Vanessa Johnson (354); Karen Oliff (593);</i>		
Littering and fly tipping will increase.	Dropping litter is an offence by virtue of the Environmental Protection Act (1990). Littering is not under the control of the Planning system and the potential for littering is not, of itself, a planning reason to resist development.	No change.
<i>Respondents: Duncan Ross (44); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Alicia Smithies (109); Susan Smith (111); Gary Woods (113); Charlotte Christodoulou (242); Richard Smithies (276); Jane Cunningham (303); Stephen Smith (305); Peter Miller (314); Sylvia Slevin (339); Jennifer Onyon (358); Nicola Clarke (424); Karen Oliff (593);</i>		
Antisocial behaviour and crime levels will inevitably increase with the construction of 4,500 houses.	These are matters which are not under the control of the planning system. There is no evidence that residents, workers and visitors to IW1 will be any more likely to commit crime or anti-social behaviour than anyone else.	No change.
<i>Respondents: Alicia Smithies (109); Duncan Ferguson (148);</i>		
The current local residents of Isley Walton would suffer massively in terms of well-being and would be exposed to extreme stress if any building work was to commence.	There will be some unavoidable disturbance for local residents during construction but appropriate conditions would be attached to any planning permission, such as hours of operation, to minimise disruption. Responsible developers, such as those who participate in the Considerate Constructors Scheme, have an interest in keeping disturbance as low as possible.	No change.
<i>Respondents: Glenn Robinson (423);</i>		
<b>7 – Agricultural Land</b>		
Productive agricultural land will be lost forever. We need food security. The loss is not justified.	The NPPF states that “Where significant development of agricultural land is demonstrated to be necessary, areas of	



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>The proposed new settlement lies in an area of Grade 3 agricultural land and close to Grade 2 land. Consequently, the site is likely to be Grade 3a land- the best and most versatile agricultural land.</p>	<p>poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development” (footnote 62). This means that the development of agricultural land is not of itself a reason to resist development. It is a factor to weigh in the planning balance</p>	
<p><i>Respondents: Angus Shields (2); Lesley Hextall (9); Nick Hollick (38); Duncan Ross(44); Joanna Wragg (54); Jo Coultas (55); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); Hazel Fitzgibbon (87); John Hurley (88); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Angela Shephard (126); Paul Shephard (127); Delia Platts (137); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Breedon on the Hill Parish Council (196); Lesley Allman (198); Peter Onyon (203); Erika Wood (210); Andy Foxall (217); Rachel Smith (224); Patricia Jackson (227); Beverley Aust (257); Charlotte Springthorpe (260); Sean Gascoigne (261); Janet Allard (271); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Mervyn Johnson (284); Garry Needham (285); Noel McGough (287); Katrina Paling (288); Pauline Needham (292); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); David Hawtin (307); Patricia Guy (308); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Dawn MacIver (331); Sue Orme (332); Martin Cooper (344); Tony Wilson (351); Guy Jeffrey (352); Jennifer Onyon (358); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Mr Wykes (401); Cllr Ray Sutton (405); Rod Dawson (417); Glenn Robinson (423); Shirley Briggs (539); Karl Pigott (580); Karen Oliff (593); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p><b>8 – Carbon emissions</b></p>		
<p>Concern about the reference to carbon neutrality in IW1(2)(b). Is carbon neutrality being conflated with net-zero? Striving to achieve net-zero has the capacity to deliver greater benefits across the lifetime of the development than carbon neutrality. The ability to deliver on-site renewables may be,</p>	<p>It is agreed that net-zero is a better term. The draft renewable energy and reducing carbon emissions policies refer to net zero, energy efficiency and renewable energy generation and the Council has a Zero Carbon Roadmap and Action Plan.</p>	<p>Remove the reference to carbon neutrality from the draft policy wording of IW1 and replace with ‘<b>striving for net-zero</b>’.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
to some extent, constrained by the site's proximity to the airport.		
<i>Respondents: Harworth &amp; Caesarea (226);</i>		
<p>The proposal is contrary to carbon neutral and climate change objectives. For example soil is a sequester of carbon.</p> <p>The farmland around Diseworth helps to cleanse our atmosphere and replacing these green fields with housing and warehouses would be devastating and irreversible for climate change. Further, the proposed developments would bring a significant increase in pollution, in particular exhaust fumes, noise and light and no amount of offsetting would counteract this.</p>	<p>Criterion 2(b) of Policy IW1 underlines that minimising carbon emissions is a key objective for the new settlement.</p>	<p>No change.</p>
<i>Respondents: Joanna Wragg (54); Jo Coultas (55); Susan Ward (125); Michael Doyle (138); Joshua Smithies (156); Erika Wood (210); Andy Foxall (217); Louis Della-Porta (249); Beverley Aust (257); Sean Gascoigne (261); Elinor Hunt (270); Janet Allard (271); Kathryn Hutchinson (304); Patricia Guy (308); Annelise Hunt (333); Tony Wilson (351); Guy Jeffrey (352); Annabel McCrorie (383); David Fenny (388); Marie Brierley (638);</i>		
<p>Every property should have solar panels and an EV charging point</p>	<p>Within the current framework provided by the Government, the council is not able to require solar panels on every new home. This may change.</p> <p>EV charging points are dealt with through the Building Regulations regime.</p>	<p>No change</p>
<i>Respondents: Ian Ward (34); John Aust (255); Janet Moorhouse (329);</i>		
<p>4.111 recognises "journeys by car will be a significant component of all transport movements...". It is impossible to reconcile such a statement with NWLDC's declaration of a climate emergency. .</p>	<p>The need to address issues relating to climate change has to be a balanced against the need for new housing. Improved public transport with realistic walking and cycling options are essential to improve the overall sustainability of the new settlement and to</p>	<p>No change.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	moderate carbon emissions. This is emphasised in Policy IW1 criteria 2(e) and (h).	
<i>Respondents: Richard Brackenbury (117);</i>		
<b>9 – Adjacent uses</b>		
<p>Houses would be too close to the airport (including DHL) and Donington circuit. They would be located no more than 300m south of the runway threshold and safety zone, giving rise to health and safety concerns, and Donington Park motor circuit. The siting of industrial buildings will not be a sufficient shield from the noise. Glare from the airport lighting will also be an issue.</p> <p>Mitigation of noise from the adjoining racetrack shows how the proposal is riddled with thinking based on hope and expectation rather than substance.</p>	<p>In view of the proximity of the airport and Donington Race Circuit, the council has commissioned an initial noise impact study to help quantify the potential impacts. Its findings may need to be reflect in Policy IW1 in due course. Currently criterion 3(f) of Policy IW1 requires a noise strategy to be prepared.</p> <p>East Midlands Airport (230) has not objected to IW1 on health and safety grounds.</p>	No change
<p><i>Respondents: Judith Bilington (103); Paul Jepson (110); Protect Diseworth (115); Richard Brackenbury (117); Cllr Carol Sewell (128); Delia Platts (137); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Breedon on the Hill Parish Council (196); Charlotte Agar (264); Alan Wade (274); Richard Smithies (276); Mervyn Johnson (284); Garry Needham (285); Pauline Needham (292); Kathryn Hutchinson (304); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Stephen MacIver (330); Alison Millward (343); Tony Wilson (351); Jamie Smith (369); Carla Smith (370); J. Smith (373); Lucy Agar (375); Jim Snee (376); Susan Fenny (387); Cllr Ray Sutton (405); Nigel Lane (629);</i></p>		
<ul style="list-style-type: none"> <li>The plan refers to a noise assessment which raises the prospect of potential restrictions/regulations that may affect the utilisation of the airport as a cargo hub (e.g. impacting scheduling, efficiency, and overall costs).</li> </ul>	<p>In view of the proximity of the airport and Donington Race Circuit, the council has commissioned an initial noise impact study to help quantify the potential impacts. Its findings may need to be reflect in Policy IW1 in due course.</p>	No change.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> <li>• the airport or its operators should not be penalised or operations constrained in future to satisfy the needs of this new development</li> <li>• The Agent of Change principle puts the onus is on the developer/local council to implement measures that prevent any negative impacts on operations at EMA.</li> <li>• The developer or local council would need to fund and implement soundproofing and any other viable mitigation strategies to prevent future residents becoming aggravated or disturbed. Investment in infrastructure that addresses any potential conflicts may be warranted.</li> </ul>	<p>In accordance with the Agent of Change principle (NPPF paragraph 193), measures will need to be included as part of new development to ensure that there are no negative impacts upon the operation of either the airport or the racetrack.</p>	
<i>Respondents: Logistics UK; UPS (218);</i>		
<p>Object to the new settlement at Isley Walton given its proximity to Donington Park motor racing circuit.</p> <ul style="list-style-type: none"> <li>• It would be the promoters' responsibility to ensure adequate mitigation to address issues emanating from the motor racing circuit and airport (24 hr operation).</li> <li>• Policy IW1 requires a comprehensive masterplan including a strategy to address the noise from the airport and circuit, including mitigation measures for the amenity of residents. This is likely to require a significant buffer between the circuit and any residential development,</li> </ul>	<p>In view of the proximity of the airport and Donington Race Circuit, the council has commissioned an initial noise impact study to help quantify the potential impacts. Its findings may need to be reflect in Policy IW1 in due course.</p> <p>In accordance with the Agent of Change principle (NPPF paragraph 193), measures will need to be included as part of new development to ensure that there are no negative impacts upon the operation of either the airport or the racetrack.</p>	<p>Amend criterion 3(f) as follows:  <b>3(f) A full noise assessment and linked strategy to address the noise from East Midlands Airport and Donington Park Racing circuit, including amenity measures to protect the amenity of residents.</b></p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>reducing the development achievable on site.</p> <ul style="list-style-type: none"> <li>The requirement for a noise assessment (paragraph 4.116) is not stated in Policy IW1.</li> </ul>	<p>Reference to a noise assessment (to quantify the issue) in addition to a noise strategy can be added to the policy.</p>	
<i>Respondents: MSV Group (181);</i>		
<p>The site is immediately to the south of the airport and wraps around one of the airport's surface water reservoirs. The proposed allocation is for some 4,500 new homes (including homes suited to the elderly, sheltered, extra-care facilities and nursing/care homes) and includes open amenity space, public space, and sport facilities.</p> <p>Such noise sensitive uses are incompatible with a location immediately adjacent to a 24-hour international airport, including the 24-hour DHL hub operation, long-stay car parks and wider airport activity.</p> <p>The proposal could conflict with national aviation policy 'to reduce the number of people significantly affected by aircraft noise, particularly at night', national planning policy and the EMA Noise Action Plan to reduce the local population affected by night noise. Around 50% of the freight at EMA arrives before 07:00 making noise disturbance an inevitability at such a location.</p> <p>A detailed noise assessment must be carried out with the airport as soon as possible. To do such an assessment as part of an application would be too late.</p>	<p>In view of the proximity of the airport and Donington Race Circuit, the council has commissioned an initial noise impact study to help quantify the potential impacts. Its findings may need to be reflect in Policy IW1 in due course.</p> <p>In accordance with the Agent of Change principle (NPPF paragraph 193), measures will need to be included as part of new development to ensure that there are no negative impacts upon the operation of either the airport or the racetrack.</p>	<p>See change above in response to MSV Group (181).</p>
<i>Respondents: East Midlands Airport (230); DHL (293);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Existing business operations of the airport must be taken into account and protected. Any new development will be required to provide suitable mitigation before the development has been completed to ensure that all permitted activities are able to occur. The best means of achieving this, however, would be to plan development in locations where the operation of the airport would not be affected.</p> <p>Future growth at the airport has the potential to further impact on any new development near the airport. EMA has the capability and the capacity to grow to handle up to 10 million passengers a year and around 1 million tonnes of cargo over the period to 2040. This is a substantial increase, and any noise assessments need to factor in this growth projection. The proposed mitigations outlined in the proposals (4.116) are simply not adequate for the current operations let alone factoring in growth at the airport,</p>	<p>In accordance with the Agent of Change principle (NPPF paragraph 193), measures will need to be included as part of new development to ensure that there are no negative impacts upon the operation of the airport and its resident businesses.</p>	<p>No change</p>
<p><i>Respondents: DHL (293);</i></p>		
<p>Concerns that IW1 could compromise the operations at Breedon and Cloud Hill quarries. Any masterplan or subsequent application(s) should have regard to Breedon and Cloud Hill quarries as part of any baseline assessment. Policy IW1/supporting text should specify that the new settlement will be designed in a way as to ensure that it would not prejudice the continued operation of the quarries or that there would be impacts</p>	<p>Noted. This matter should be referenced in the supporting text as suggested.</p>	<p>Add the following sentence to the end of paragraph 4.116:  <b>The planning of the new settlement will also need to take into consideration the existing operations at Breedon and Cloud Hill quarries.</b></p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
to amenity arising from inappropriate design and layout.		
<i>Respondents: Leicestershire CC (as Minerals and Waste Planning Authority) (341);</i>		
Spectators visiting the race track will put off by the difficulty of getting there	The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan proposals on the local and strategic highway network and, as a second stage, consider what measures are needed to ensure an operational road network including for those visiting Donington Race Circuit.	
<i>Respondents: Marie Brierley (638);</i>		
<b>10 - Design</b>		
IW1 will fail on quality of life for residents as well as aesthetics. No new housing is of high quality design.	The council's design and amenity ambitions for the new settlement are clearly expressed in Policy IW1 in particular in sections 2 and 3 of the policy.	No change.
<i>Respondents: Kathryn Hutchinson (304); Jim Snee (376);</i>		
Parking provision must be sufficient.	Noted.	No change.
<i>Respondents: John Aust (255);</i>		

This page is intentionally left blank



**CONSULTATION RESPONSES TO LAND AT BROOM LEYS FARM COALVILLE (C46)**

**RESPONSES TO PROPOSED ALLOCATIONS**

<b>HOUSING</b>	<b>SITE NUMBER: C46</b>	<b>SITE NAME: Land at Broom Leys Farm, Broom Leys Road</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>Principal of Development</b> Strongly object to 266 houses or development of any kind on Broom Leys Farm.	Noted	No change	10, 85, 93, 98, 325, 326, 328, 406, 439, 460, 461, 463, 464, 468, 472, 484, 516, 517, 518, 601, 614, 618, 619, 627, 650, 655	Mr Roper, Clifford Mason, Marcus Clarke, Lindsey Sawbridge, Keith Andrews, Debs Chambers, Martin & Linda Quilley, Jo Straw, Jamie Bishop, William Crane, Ellie Pacey, Joshua Tallett, Rachel Harrison, Kevin Chambers, Stephen Earnshaw, Megan Hamilton, Grace Hamilton, Helen Hamilton, Garry Hamilton, Stephen Barham, Jake Danvers, B Greasly, Sandra

				Ramp, Darren Ramp, Andrew Lane, J Greasly, Neil Houl, Linda Houl
<p>Appreciate that people need somewhere to live and that more housing, including much needed affordable housing is required in the district but this should be delivered in the right places and in line with local need. Broom Leys Farm is not a sequentially preferable location.</p> <p>There has already been significant house building in the local area.</p>	<p>The need for new housing nationally is significant as recognised in national policy.</p> <p>The Broom Leys Farm site is located within the Coalville Urban Area which is defined in the settlement hierarchy as the Principal Town to where “The largest amount of new development will be directed”. The site is well related to services and facilities as noted in the Sustainability Appraisal.</p>	No change	325, 406, 456, 474, 592	Keith Andrews, Jo Straw, Gavin & Dawn Bennett, Jake Lyon, Stephen Barham
<p>On the site currently are thriving local businesses which are vital to the local community. The farm also holds family events throughout the year which the community love. Removing these would be a detriment to the community.</p>	<p>The site has been put forward for development by the landowner. It will be their responsibility to liaise with any existing business that that may be affected and to ensure that any legal obligations are satisfied.</p>	No change	460, 461, 464, 488	William Crane, Ellis Pacey, Rachel Harrison, Charlotte Dolan
<p>Question why the site at Meadow Lane, that was considered the key site for development, has been swapped for this site. This site has been included because of one councillor without any other sound and legal reason and as such a successful</p>	<p>Whilst it is the case that land at Meadow Lane was proposed by officers, the Local Plan Committee did not accept this recommendation.</p>	No change	614, 618, 619, 650	Peter Kimber, B Greasly, Sandra Ramp, Darren Ramp, J Greasly

challenge of this decision could be made.				
There is no shortage of housing in Coalville. There are hundreds of available properties locally which should not be left empty in favour of building. If people wanted to live here, they would take one of the many empty houses.	The need for new housing nationally is significant as recognised in national policy and the proposed updated standard method. For the housing market to operate effectively there always needs to be a certain amount of vacancy to allow for what is referred to as churn. As at the 2021 Census the vacancy rate was estimated to be 3.5%, compared with a national rate of 5.4%.	No change	473	Katherine Strangeway
The site was a late addition, despite previously being considered unsuitable because of the significant effect upon the Area of Separation. There are viable alternatives elsewhere outside of the Coalville Urban Area, even if this means changing the distribution of development.	Having no development within the Area of Separation would mean very little development in the Coalville Urban Area, contrary to its role as the largest town in the district, with the best range of services and facilities. It is considered that an alternative distribution of development, with less development in the Coalville Urban Area, would not result in a sustainable pattern of development contrary to the NPPF.	No change	116	Strategic Land Group
Support the proposed allocation which is controlled by Barwood development Securities Limited. Confirm that all of	Noted	No change	129	Stantec UK Ltd o/b/o Barwood Development

<p>the Council's draft requirements for the development of the site can be satisfied. Removal of the site from the Area of Separation is consistent with the comments of the Planning Inspector who conducted the Examination of the adopted Local Plan. Have submitted a Vision document which demonstrates that the site is contained and enclosed by buildings and natural features such that development would not result in coalescence of Coalville and Whitwick.</p>				<p>Securities Limited</p>
<p>The site is not controlled by a developer or promoter. There remains uncertainty about whether access can be achieved and allowing for the need for BNG provision and retaining some sense of openness, it is questionable as to whether 266 units could be accommodated on the site.</p>	<p>It is understood that the site is under option to a land promoter (Barwood Land) who are currently preparing detailed plans for this site. The County Highway Authority has advised that a safe and suitable access is achievable. Barwood Land have advised that the assumed amount of development appears to be appropriate.</p>	<p>No change</p>	<p>243</p>	<p>Avison Young o/b/ Jelsons</p>
<p><b>Previous Applications</b></p>				
<p>The site has been the subject of previous planning applications which were rejected by the Council and by the Secretary of State at appeal. Nothing has changed since the previous applications.</p>	<p>A 2009 application for residential development was refused, whilst an application in 2014 was not determined. The Broom Leys Farm site was not included as part of the Stephenson Green development which was</p>	<p>No change</p>	<p>406, 456, 488, 592</p>	<p>Jo Straw, Gavin &amp; Dawn Bennett, Charlotte Dolan, Stephen Barham</p>

	refused permission at appeal.			
<b>Brownfield Land</b>				
<p>There is so much land elsewhere in NWL as well as brownfield sites that could be developed before sites in the countryside.</p> <p>Brownfield sites include: the Prince of Wales, land on High Street and the Old Bakehouse sites that should be considered before any other sites.</p> <p>More suitable sites for housing would be where the roads are capable of safely having housing estates next to them, i.e. the dual carriageway where Shaw Lane and Bardon Road are (Old Hall Farm)].</p>	<p>The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery park and Workspace 17.</p> <p>Leicestershire County Council as the Highway Authority consider that safe and suitable access is achievable.</p> <p>Shaw Lane is poorly related to services and facilities, with the exception of employment, and is not considered to be a sustainable location for housing development.</p>	No change	294, 407, 558, 627, 655	Peter Kimber, Angela Burr, Elizabeth Barham, Andrew Lane, Linda Hoult

<b>Highways</b>				
<b>Proposed access/traffic lights</b>				
<p>The proposed two sets of traffic lights (one on the bypass and one at the farm entrance) will cause major traffic congestion. It will result in two sets of traffic lights within 500 metres of each other. An additional junction between the existing foot bridge and the traffic lights should not even be considered.</p> <p>The proposed accesses are dangerous and will create a rat run from Stephenson Way and Broom Leys Road.</p> <p>Traffic from the development in that area should be brought out onto the bypass.</p>	<p>The exact nature of any traffic lights or other highway improvements have yet to be agreed although the County Highway Authority has advised that a safe and suitable access is achievable. Further detailed transport modelling will be undertaken to inform the final version of the plan.</p>	No change	10, 85, 93, 438, 439, 558, 592, 618, 619	<p>Mr Roper, Clifford Mason, Marcus Clarke, Caroline Bishop, Jamie Bishop, Elizabeth Barham, Stephen Barham, Sandra Ramp, Darren Ramp</p>
<b>Increase in traffic</b>				
<p>Broom Leys Road and the A511 are already very busy roads, especially during school drop off/pick up times and at rush hour. The existing junction has a dangerous layout. Increased traffic will be more dangerous for pedestrians and cyclists and will also lead to an increase in pollution.</p> <p>The roads surrounding the site are already too busy and the junction just up from the proposed site is a location of many accidents.</p>	<p>The County Highway Authority has advised that a safe and suitable access is achievable. More detailed assessment of both localised and wider impacts will be undertaken as part of further transport modelling work which will inform the final plan.</p>	No change	10, 85, 93, 294, 326, 328, 403, 406, 439, 459, 460, 463, 464, 466, 468, 472, 473, 476, 484, 488, 516, 517, 518, 543, 558, 592, 601, 618, 619, 627, 655	<p>Mr Roper, Clifford Mason, Marcus Clarke, Peter Kimber, Debs Chambers, Martin &amp; Linda Quilley, Whitwick Parish Council, Jo Straw, Jamie Bishop, Richard Billam, William Crane, Joshua Tallett, Rachel Harrison, Deborah</p>

<p>Increased traffic is contrary to the Council working towards net zero by 2050.</p>				<p>Chambers, Kevin Chambers, Stephen Earnshaw, Katherine Strangeway, Anastasia Davies, Megan Hamilton, Charlotte Dolan, Grace Hamilton, Helen Hamilton, Garry Hamilton, Robert McNamara, Elizabeth Barham, Stephen Barham, Jake Danvers, Sandra Ramp, Darren Ramp, Andrew Lane, Linda Hoult</p>
<p><b>A511 Growth Corridor</b></p>				
<p>Plans for the development suggest access from Broom Leys Road or the A511. The new A511 growth corridor, due to commence in 2025, includes the removal of a right turn onto Broom Leys Road (westbound). This means all traffic accessing Forest Rd/London Rd/Long Lane will be required to pass through Coalville. Add 266 new homes</p>	<p>The proposed improvements at the Broom Leys Road junction include prohibiting a right hand turn in to Broom Leys Road from the A511 when heading in a westerly direction. This will necessitate traffic diverting down London Road and then</p>	<p>No change</p>	<p>563</p>	<p>Phillip Hopkins</p>



<p>and this problem will become more acute.</p>	<p>on to the southern part of Broom Leys Road. No objection to the principal of development has been received from Leicestershire County Council as the Highways Authority. However, further transport modelling will be undertaken as part of the continuing development of the Local Plan.</p>			
<b>Loss of Greenspace and Farmland</b>				
<p>This is farmland and should not be built on.</p> <p>Broom Leys is a great place to walk and enjoy the open space. Green spaces in urban areas enhance the wellbeing of residents. Depleting greenspace will have an adverse impact on health and wellbeing. This will remove a recreational area for locals, in an area where there is nothing for children and young people.</p> <p>Green spaces are becoming less and less but this particular area is one of character and seen as a landmark in the area.</p> <p>Developing this area would have a detrimental effect on the open landscapes that enrich people's lives. People are currently able to connect</p>	<p>There is one public footpath which crosses the site, but otherwise there is no public access to the site which is privately owned. New development will be required to provide areas of open space. This will be accessible to residents of the new development, but also existing residents so providing increased publicly accessible open space.</p> <p>The existing public footpaths are required to be maintained and improved.</p>	<p>No change</p>	<p>10, 93, 98, 406, 456, 470, 472, 473, 476, 480, 484, 516, 517, 518, 543, 558, 601</p>	<p>Mr Roper, Marcus Clarke, Lindsey Sawbridge, Jo Straw, Gavin &amp; Dawn Bennett, Lynda Stock, Stephen Earnshaw, Katherine Strangeway, Anastasia Davies, Alison Cooper, Megan Hamilton, Grace Hamilton, Helen Hamilton, Garry Hamilton, Robert McNamara, Elizabeth Barham, Jake Danvers</p>

<p>with the countryside, residents from Whitwick access the area via the public footpaths that cross the area. Residents from Coaville can safely access the area over the footbridge. This connection to the countryside would be lost if it was developed.</p>				
<b>Loss of Area of Separation</b>				
<p>The Area of Separation (AoS), formally Green Wedge, should be increased not depleted.</p> <p>The site forms part of precious 'Eastern Green Wedge' which the Council has previously defended at appeal and at Judicial Review. Designation is, therefore, robust.</p> <p>The area identified in the AoS Study as Area A Unit 14 should be included within Policy En5 (AoS). The land plays an important role in maintaining the physical separation, protects identity and prevents coalescence and serves as the gateway for the public to access the land beyond. The public footpath which runs through the plot is a widely used amenity and gives access to the newly planted National Forest areas and paths that weave through Area A.</p> <p>Previous plans concluded that development of C46 would likely have</p>	<p>In approving the current Local Plan, the Local Plan Inspector did not rule out development within the Area of Separation at some future date in the event of increased development needs.</p> <p>The 2022 Area of Separation study identified the area of land covered by C46 as being of Secondary importance to the Area of Separation as whole. This is partly because of the vegetation along the former mineral railway and the adjacent Coalville Rugby Club.</p> <p>The site was not initially proposed to be included in the draft Local Plan, as proposed at the November 2023 meeting of Local Plan</p>	<p>No change</p>	<p>10, 328, 406, 438, 456, 462, 470, 476, 558, 592, 618, 619, 627, 654, 655</p>	<p>Mr Roper, Martin &amp; Linda Quilley, Whitwick Parish Council, Jo Straw, Caroline Bishop, Gavin &amp; Dawn Bennett, Charles Starbuck, Lynda Stock, Anastasia Davies, Elizabeth Barham, Stephen Barham, Sandra Ramp, Darren Ramp, Andrew Lane, Neil Hoult, Linda Hoult</p>

<p>a significant effect on the open character of this part of the AoS also LPC (15/11/2023) states that the allocation of C46 would be somewhat premature.</p>	<p>Committee. However, the Committee considered that the allocation of land at Meadow Lane was not appropriate and therefore it was necessary to consider alternative provision in order to ensure that sufficient housing land was provided. Since then the housing requirement has increased, making it even more important that sufficient sites are identified.</p>			
<p>This site was proposed as an alternative to that at Meadow Lane (C76) but would deliver less housing (266 dwellings).</p> <p>This site is part of the Area of Separation, to which the site makes an important contribution as recognised in the Area of Separation study. Previous planning applications have been refused or withdrawn. Reference is also made to a legal challenge on land elsewhere in the Area of Separation which demonstrates how highly protected and defended the Area of separation has been. Allocating this site instead of Meadow Lane (C76) is irrational.</p>	<p>Whilst there have been previous refusals of planning permission, in approving the current Local Plan the Local Plan Inspector did not rule out development within the Area of Separation at some future date in the event of increased development needs.</p> <p>The 2022 Area of Separation study identified the area of land covered by C46 as being of Secondary importance to the Area of Separation as whole. This is partly because of the vegetation along the former mineral railway and the</p>	No change	182	Boyer Planning o/b/o Redrow Homes

	adjacent Coalville Rugby Club.			
<b>Charnwood Forest/National Forest</b>				
<p>C46 is part of the National Forest and Charnwood Forest.</p> <p>The Charnwood Forest has a unique landscape, everything should be done to manage the character, biodiversity, geodiversity, cultural and industrial heritage of the area.</p>	<p>Neither the Charnwood Forest nor the National Forest are factors which in their own right preclude development. The draft policy requires tree planting in accordance with the National Forest policies. Draft Policy En4 requires new development within the Charnwood Forest to take account of this in the design of new developments.</p>	No changes	406, 407	Jo Straw, Angela Burr
<b>Loss of Wildlife Habitat</b>				
<p>There is a variety of wildlife in the area including badgers, foxes and owls and their habitats need to be protected.</p> <p>Development will cause significant harm to the biodiversity in the local area and result in the loss of diverse habitats.</p> <p>The visual aspect will be lost along with the biodiversity of the area.</p>	<p>The draft policy includes specific requirements to support wildlife and habitats, including securing biodiversity net gain improvements in accordance with national requirements and to retain and enhance existing trees and hedgerows within and on the boundaries of the site.</p>	No change	10, 191, 325: 407, 438, 439, 456, 463, 466, 468, 473, 484, 516, 517, 518, 558, 618, 619	Mr Roper, Tereance Crann, Keith Andrews, Angela Burr, Caroline Bishop, Jamie Bishop, Gavin & Dawn Bennett, Joshua Tallett, Deborah Chambers, Kevin Chambers, Katherine Strangeway, Megan Hamilton, Grace Hamilton, Helen Hamilton, Garry

				, Elizabeth Barham, Sandra Ramp, Darren Ramp
<b>Mining Issues</b>				
<p>The site proforma states that the site is unlikely to be affected by land contamination or landfill. However, it is public knowledge that the site has excessive landfill from the underground workings when the pits were in operation. Unsure why there is no valid concern or acknowledgement of this.</p> <p>Question how safe it is for people to live on this landfill or groundworks to take place when the ground has been undisturbed for so many years?</p> <p>There was a stream that ran into a pond before this was backfilled with waste from the pit. Why hasn't a full investigation and analysis of land contamination not taken place?</p>	<p>The Coal Authority has not identified any issues with this site in its response.</p> <p>The site promoter (Barwood) has advised based on a report obtained from the Coal Authority, that there are no significant potential issues associated with the coal mining legacy.</p>	No change	191, 484, 516, 517, 518	Terence Crann, Megan Hamilton, Grace Hamilton, Helen Hamilton, Garry Hamilton
<b>Flooding and drainage</b>				
<p>The area and site is regularly flooded and the area where the houses are to be built has spent most of the autumn/winter under water. The former railway track also floods during heavy rains.</p> <p>Additional development will cause more flooding on site and to nearby</p>	<p>Proposed draft policy AP7 seeks to direct development to areas at least risk of flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. The Strategic Flood Risk Assessment for the Local Plan confirms that the</p>	No change	10, 85, 191, 325, 402, 407, 438, 439, 456, 459, 462, 466, 472, 476, 484, 488, 516, 517, 518, 558, 592, 601, 618, 619	Mr Roper, Clifford Mason, Terence Crann, Keith Andrews, Whitwick Parish Council, Angela Burr, Caroline Bishop, Jamie Bishop, Gavin &

<p>properties, with a risk of flooding along the Grace Dieu Valley</p> <p>There doesn't appear to be any plan to deal with excess water or drainage that will no longer be able to drain, and this will only worsen with the impacts of climate change. What infrastructure will be put into place to stop flooding?</p> <p>The proposal is contrary to Local Plan Policy AP7 (Flooding).</p> <p>Experts and MPs warn that a lack of resources and time and weak planning rules mean that developments are given the green light despite warnings about flood risk.</p> <p>Green spaces are being concreted over causing flooding issues where there have never been any before.</p>	<p>site satisfies the Sequential Test. The draft policy includes a requirement for the incorporation Sustainable Urban Drainage Systems in order to manage surface water runoff, for example by holding water on site and releasing it at a rate equivalent to a greenfield site.</p> <p>The land promoter has advised that the issue of surface water flooding will be addressed as part of any detailed plans and that they have contacted the Lead Local Flod Authority to discuss solutions.</p>			<p>Dawn Bennett, Richard Billam, Charles Starbuck, Deborah Chambers, Stephen Earnshaw, Anastasia Davies, Megan Hamilton, Charlotte Dolan, Grace Hamilton, Helen Hamilton, Garry Hamilton, Elizabeth Barham, Stephen Barham, Jake Danvers, Sandra Ramp, Darren Ramp</p>
<p>Suggest creating a space between the development and the existing properties of sufficient size to allow the planting of trees to soak up flood water and provide privacy for both areas. Tree planting would be good there without building houses too.</p>	<p>The exact nature and design of any development has yet to be determined.</p>	No change	85, 326, 466	<p>Clifford Mason, Debs Chambers, Deborah Chambers</p>
<p>This site is located in Flood Zone 1.</p>	Noted		404	<p>The Environment Agency</p>
<b>Pollution</b>				
<p>Air quality in the area is awful, one of the worst areas outside of a city in the</p>	<p>The Broom Leys Road junction was until 2022</p>	<p>That the policy be amended to include an additional</p>	<p>10, 85, 93, 326, 328, 406, 438,</p>	<p>Mr Roper, Clifford Mason,</p>

<p>country. The air quality is already at dangerous levels having been proved by studies at Broom Leys traffic lights.</p> <p>Pollution levels would worsen with increased volumes of traffic in the local area, made worse by the proposed works to widen the A511. Need to consider patients at the hospital and children at the local schools.</p>	<p>included in an Air Quality Management Area. However, this was revoked due to improvements in observed data.</p> <p>The Council's Environmental Protection team still monitor the junction, but do not consider that there are any serious concerns. However, it is suggested that any significant planning application be supported by an Air Quality Impact Assessment.</p> <p>The improvements to the Broom Leys Road/A511 junction are currently planned to start in Spring 2025. Any works will be required to comply with appropriate legislation.</p>	<p>requirement for an Air Quality Impact Assessment to be provided as part of any planning application.</p>	<p>439, 456, 463, 466, 468, 472, 476, 484, 516, 517, 518, 543 618, 619</p>	<p>Marcus Clarke, Debs Chambers, Martin &amp; Linda Quilley, Jo Straw, Caroline Bishop, Jamie Bishop, Gavin &amp; Dawn Bennett, Joshua Tallett, Deborah Chambers, Kevin Chambers, Stephen Earnshaw, Anastasia Davies, Megan Hamilton, Grace Hamilton, Helen Hamilton, Garry Hamilton, Robert McNamara, Sandra Ramp, Darren Ramp</p>
<b>Infrastructure</b>				
<p>The infrastructure cannot cope with an additional 1000 people. Schools and GP practices are already beyond capacity. Public transport is poor. There are limited doctors, dentists, secondary schools, police, fire service and waste collections which are all underfunded (although Council Tax keeps rising).</p>	<p>The draft policy requires the provision of S106 contributions towards the cost of a variety of infrastructure. In accordance with national policy, the nature and scale of any planning obligation required has to be related to the scale and type of development</p>	<p>No change</p>	<p>85, 93, 325, 326, 328, 407, 438, 456, 459, 470, 471, 472, 558, 592, 601, 618, 619, 654</p>	<p>Clifford Mason, Marcus Clarke, Keith Andrews, Debs Chambers, Martin &amp; Linda Quilley, Angela Burr, Caroline Bishop, Gavin &amp; Dawn Bennett, Richard Billam,</p>

<p>Infrastructure needs to be built or plans on how costs will be covered drawn up. Services needs to be expanded to cope.</p> <p>Extra homes equal a poorer way of life for existing residents. The only provision for additional infrastructure in the Policy is a 'contribution from the developer'.</p>	<p>proposed. This will mean that for larger pieces of infrastructure, such as new schools, it will be necessary for a number of development to contribute towards such infrastructure.</p>			<p>Lynda Stock, Andrew Millard, Stephen Earnshaw, Elizabeth Barham, Stephen Barham, Jake Danvers, Sandra Ramp, Darren Ramp, Neil Hoult</p>
<p>New footpaths are to be provided but there is a lovely footpath there already.</p>	<p>Noted</p>	<p>No change</p>	<p>326, 466</p>	<p>Debs Chambers, Deborah Chambers</p>
<p><b>Impact on local residents</b></p>				
<p>Development will result in adverse impacts on people's health, mental health, wellbeing and happiness. Plans will detract from the quality of life of all current and new residents.</p> <p>Development would not result in any benefits to existing neighbourhoods and residents. Building on the land would have a detrimental effect on the existing houses</p> <p>Development would result in the loss of privacy</p>	<p>The Council is under an obligation to ensure that the future housing needs of the district are met. In doing so, new development will be required to ensure that it minimises impact upon exiting residents as far as possible.</p>	<p>No change</p>	<p>85, 98, 328, 466, 472, 488</p>	<p>Clifford Mason, Lindsey Sawbridge, Martin &amp; Linda Quilley, Deborah Chambers, Stephen Earnshaw, Charlotte Dolan</p>
<p><b>Other Issues</b></p>				
<p>Query why development is not directed to prosperous areas in the back gardens of properties in affluent areas.</p>	<p>The National Planning Policy Framework requires that local plans be prepared with the objective of achieving</p>	<p>No change</p>	<p>98</p>	<p>Lindsey Sawbridge</p>



	sustainable development. This includes ensuring that proposed locations of development have access to services and facilities.			
<b>Consultation Process</b>				
There are too many documents to read through making it virtually impossible to know what is really going on. People do not have the time or cannot understand them. Disappointed that the consultation has not been advertised or actively notified to residents who would be directly impacted.	The consultation was advertised via the Council's website, whilst all Parish Councils were made aware of the consultation as were any individuals who had previously asked to be notified of any consultations.	No change	294, 476	Peter Kimber, Anastasia Davies
NWLDC should give due time, consideration and acknowledgement to all residents. Planning Committee will be closely scrutinised.	Noted	No change	407	Angela Burr
Fed up with decisions being made by people who have no connection with, or knowledge of the local area. Suggests that these plans would not be passed if they were within the locality of any of the planning committee members homes.	Noted	No change	472	Stephen Earnshaw
NWLDC should not be a dumping area for Leicester City.	Leicester city has identified that it cannot accommodate all its requirement within its boundaries. In accordance with national policies, the Council is under a legal obligation to co-operate with other local authorities across Leicestershire to ensure that	No change	654, 655	Neil Hoult, Linda Hoult

	<p>this need is met. The increase in housing requirements for the district resulting from this is the second lowest of all Leicestershire authorities.</p>			
<p><b>Impact on Coalville Rugby Club</b></p>				
<p>The site adjoins Coalville Rugby Club. In accordance with the National Planning Policy Framework, it is necessary to ensure that the operation of the rugby club does not have unreasonable restrictions placed on its operation. An additional requirement which requires details of measures to protect the operation of the rugby club is suggested.</p>	<p>It is agreed that it would be appropriate to include specific wording in the policy to ensure that any development does not adversely impact the operation of the Rugby Club, in accordance with the Agent of Change principle.</p>	<p>That the following additional requirement be included in the policy for this:</p> <p>Details of measures to protect the operation of Coalville Rugby Football Club from any significant adverse effect arising from the siting of this proposed housing development</p>	<p>143</p>	<p>Sport England</p>

**CONSULTATION RESPONSES TO SOUTH OF CHURCH LANE, NEW SWANNINGTON  
(C48)**

**RESPONSES TO PROPOSED ALLOCATIONS**

<b>HOUSING</b>	<b>SITE NUMBER: C48</b>	<b>SITE NAME: South of Church Lane, New Swannington</b>
----------------	-------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>Principal of Development</b>				
Strongly object to development on the site. No benefit to local residents and will result in the loss of open spaces and greenfields.	The Council is required to allocate sufficient sites to meet the future requirements of the district. The proposed policy for this site seeks to ensure that it is designed and developed in a way that is sympathetic to its surroundings.	No change	63, 71, 75, 81, 86, 97, 98, 267, 297, 298, 340, 360, 393, 395, 398, 400, 403, 507, 514, 520, 544, 600, 609, 610, 628, 633, 640, 642, 644, 649, 654, 655	Neil Riley, Johanna Telford, Mr & Mrs Hopkins, Neil Jefferies, Claire Caulfield, Shirley Brotherhood, Lindsey Sawbridge, Iva Knapcikova, John Fleming, Rhiannon Fleming, Michael & Anita Fletcher, Doreen Pepper, Daniel Wagstaff, Duncan White, Richard Derbyshire, Christine Jorgens, Susan Conti, Stephanie Barker, Karen Harrup, Ellie Leeland, Michael Owens, Matthew

				Tredwell, John Perry, Gail Perry, Sandra McNally, Penny Bass, Felix Bass, Stuart Flude, Taylor J Flude, Christopher Nedza, Neil Hoult, Linda Hoult
Acknowledge that land needs to be allocated for development to meet national and local requirements. However, development should be in the form of pockets of housing rather than sites such as this.  However, this is not the best location, it contradicts Government environmental policy.	The need for new housing nationally is significant as recognised in national policy. If the requirement is to be successfully addressed, then it is necessary to allocate a number of larger sites such as this. However, the draft plan also identifies a number of smaller sites. In all cases it is necessary to be able to demonstrate that what is proposed will be delivered.	No change	81, 254, 514, 654	Neil Jefferies, Stephen Caulfield, Karen Harrup, Neil Hoult
Allocation of C48 does not take into account the provisions of paragraph 74 of the NPPF which identifies factors to be taken into account when considering the allocation of sites for housing development.	Paragraph 74 of the NPPF is concerned with “new settlements or significant extensions to existing villages and towns”. The NPPF does not clarify as to what constitutes significant. Amongst the factors to be considered in identifying sites is reference to sites being of a “size and location [that] will	No change	355	Joanne Lunn

	<p>support a sustainable community with access to services and employment opportunities within the development itself ..... or in larger towns to which there is good access". In this instance the site is located in the Principal Town in the district where there is a good range of services and facilities available, including public transport which passes directly along Thornborough Road.</p>			
<p>There has already been so many houses built in the local area. The number of new homes planned for the area is not proportionate, not in line with local need and will result in mass over development of housing and overcrowding in the local area.</p> <p>There are plenty of properties already available on the market, but people cannot afford them.</p> <p>Coalville should be made fit for purpose before any commitment is made for housing schemes.</p>	<p>As at the 2021 census the Coalville Urban Area was home to 33% of the population, the largest settlement in the district, with a very good range of services and facilities. It is appropriate therefore, that the largest amount of development is directed there.</p> <p>The Council is working with landowners and developers to regenerate the town centre.</p>	No change	97, 254, 267, 278, 297, 298, 403, 406, 409, 504, 544, 536, 591, 649, 654	<p>Shirley Brotherhood, Stephen Caulfield, Iva Knapcikova, R Hoult, John Fleming, Rhiannon Fleming, Susan Conti, Jo Straw, Andrew Palmer, Jay Rocks, Michael Owens, Brenda Harper, Jessica Curtis, Christopher Nedza, Neil Hoult</p>

Query why development is not directed to prosperous areas in the back gardens of properties in affluent areas.	The National Planning Policy Framework requires that local plans be prepared with the objective of achieving sustainable development. This includes ensuring that proposed locations of development have access to services and facilities.		98	Lindsey Sawbridge
There are areas that could be developed in villages with better services and access to the main road network.	The NPPF seeks to direct development to locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. By their nature, villages do not offer this as they have fewer service and facilities, including less public transport.	No change	254	Stephen Caulfield
Support the proposed allocation which provides an ideal opportunity to continue growth in Coalville and develop a high quality, sustainable residential scheme that could make an important contribution to meeting housing needs as well as helping to ensure the viability of local services and facilities within Coalville. No major comments in respect of the policy requirements.	Noted	No change	147	Gladman Developments Ltd
<b>Impact on Residents</b>				
Adverse impacts on the quality of life, wellbeing and mental health of existing	The Local Plan has to ensure that sufficient housing	No change	86, 98, 254	Claire Caulfield, Lindsey

<p>residents. Development would bring no benefit to existing residents.</p>	<p>provision is made to meet the future needs of the district. However, these have to be balanced against the impact of development on existing communities. The issues listed are largely matters which will depend upon the design of a development. Draft Policy AP2 addresses the potential impact of all new development on the amenity of existing residents and would be applied to any subsequent planning application for development on the site.</p>			<p>Sawbridge, Stephen Caulfield</p>
<p>Development will impact property prices, existing properties will be devalued.</p>	<p>The impact upon the price of existing properties is not a material planning consideration.</p>	<p>No change</p>	<p>75, 286, 395, 536, 615</p>	<p>Mr &amp; Mrs Hopkins, Chris Jobburn, Duncan White, Brenda Harper, Amy Collis</p>
<p><b>Changes to Settlement Boundaries</b></p>				
<p>Once the boundaries for development are altered there is the risk they will be removed completely until all the countryside has been developed.</p> <p>Inappropriate to move the Limits to Development and include this site before any assessment has been made to ensure suitability, sustainability and achievability.</p>	<p>The plan seeks to strike a balance between identifying sufficient land to meet future housing needs, whilst also protecting the vast majority of land as countryside</p> <p>The suitability of the site has been assessed through an independent Sustainability Appraisal which considered a</p>	<p>No change</p>	<p>297, 355, 649</p>	<p>John Fleming, Joanne Lunn, Christopher Nedza</p>



	wide range of factors. In addition, officers have assessed the site in terms of its deliverability. All of this information was published as part of the consultation.			
<b>Previous Application</b>				
<p>Previous application (16/01407/OUTM) was refused on the site on various grounds, including: it is outside the Limits to Development and within countryside, it would not represent sustainable development and was not in conformity with the NPPF.</p> <p>Nothing has changed to warrant further applications. Local residents still oppose development in this location.</p> <p>The huge amount of local objection to the previous application should be taken into account against this proposal].</p>	<p>The previous planning application which was refused in the context of the adopted Local Plan which allocated sufficient land elsewhere for the period up to 2031. The new plan will go to 2042 and needs to identify new sites to accommodate the housing requirement which are now significantly higher than in the adopted Local Plan.</p>	No change	63, 81, 262, 297, 298, 355, 403, 544, 615, 631, 649	Neil Riley, Neil Jefferies, CH Kyriakou, John Fleming, Rhiannon Fleming, Joanne Lunn, Susan Conti, Michael Owens, Amy Collis, Stuart Jobburn, Christopher Nedza
<b>Brownfield Land</b>				
<p>Brownfield sites should be considered first before carving up the countryside.</p> <p>Redeveloping brownfield sites is more sustainable. There is the Prince of Wales, the land on High Street and the Old Bakehouse sites that should be considered before any other sites.</p>	<p>The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former Hermitage Leisure Centre for housing. Other previously developed land is currently</p>	No change	81, 297, 298, 407, 649, 655	Neil Jefferies, John Fleming, Rhiannon Fleming, Angela Burr, Christopher Nedza, Linda Hoult

<p>Efforts should focus on brownfield redevelopment, urban infill and sustainable housing initiatives.</p> <p>By repurposing existing urban areas and promoting smart growth policies housing needs can be met without sacrificing precious green spaces.</p>	<p>being redeveloped for housing, including the former Snibston Discovery park and Workspace 17. The amount of new housing that needs to be provided for is such that it is necessary to allocate greenfield sites for development.</p>			
<b>Visual Impact</b>				
<p>Development would impact the visual nature of the Parish, irrevocably alter the landscape and diminish the scenic value and rural aspect that makes the area unique. It would also impact upon residential amenity a result of overshadowing.</p> <p>Reference is made to the Settlement Fringe Assessment (March 2010) - as no more recent assessment is available. Sites west of Coalville (inc. C48) had the highest score for landscape and visual quality and as such would be the least suitable place for development of all the fringes around Coalville</p>	<p>A Landscape Sensitivity Study of 2022 was available on the Council's website at the time of the consultation. This identifies the site as being medium in respect of landscape sensitivity and medium-high in respect of visual sensitivity, similar to most other sites that have been put forward for development in the Coalville Urban Area. The Sustainability Appraisal assesses the site as having a significant negative score, as do the vast majority of sites around the Coalville Urban Area.</p> <p>The relationship between any proposed development and existing properties will be assessed as part of a planning application.</p>	<p>No change</p>	<p>71, 75, 81, 267, 278, 286, 289, 297, 355, 393, 395, 398, 399, 536, 615, 628, 631, 633, 649</p>	<p>Johanna Telford, Mr &amp; Mrs Hopkins, Neil Jefferies, Iva Knapcikova, R Hoult: Chris Jobburn, Swannington Parish Council, John Fleming, Daniel Wagstaff, Joanne Lunn, Duncan White, Richard Derbyshire, Alexandra Derbyshire, Brenda Harper, Amy Collis, Sandra McNally, Stuart Jobburn, Penny Bass, Christopher Nedza</p>

<b>Loss of Agricultural Land</b>				
<p>Object in principle to the loss of agricultural land. The land is actively farmed. Farming land should be retained for producing food for current and future generations.</p> <p>Much needed agricultural land should be safeguarded. The Government talks about the importance of food security and therefore development would be against Government guidelines.</p>	<p>Best and Most Versatile (BMV) agricultural land is defined as Classes 1,2 and 3a. Natural England's Provisional Agricultural Land Classification map record the site as being Grade 3. It is not clear, therefore, whether or not BMV would be affected. Generally speaking, 20 or more hectares is generally considered to be significant, the term used in the NPPF. This is more than the proposed site. Therefore, if the site was to be assumed as all being Grade 3a (and it might not), the loss would not be significant. The NPPF advises that it is necessary to consider the loss of agricultural land against other policy considerations. In this instance the loss of agricultural land has to be weighed against the need for new housing.</p>	<p>No change</p>	<p>63, 81, 86, 340, 355, 398, 399, 513, 569, 591, 402, 633, 640</p>	<p>Neil Riley, Neil Jefferies, Claire Caulfield, Michael &amp; Anita Fletcher, Joanne Lunn, Richard Derbyshire, Alexandra Derbyshire, Kirsty Marriott, Phil Ellis, Jessica Curtis, Whitwick Parish Council, Penny Bass, Felix Bass</p>
<b>Loss of Greenspace</b>				
<p>Object to the loss of greenspace which are essential for maintaining the natural beauty of the area and for residents' enjoyment, positive mental health and the well-being of</p>	<p>The plan has to strike a balance between meeting future development needs and protecting key environmental features. The</p>	<p>No change</p>	<p>71, 75, 81, 86, 98, 254, 267, 286, 297, 298, 360, 398, 399, 403, 406, 513,</p>	<p>Johanna Telford, Mr &amp; Mrs Hopkins, Neil Jefferies, Claire Caulfield,</p>

<p>communities. Their loss will be detrimental to the environment and their preservation must be prioritised for the benefit of all</p> <p>Contradicts the current demands to 'protect our planet'.</p> <p>Mature trees and hedgerows will be lost. There are Tree Preservation Orders (TPOs) on site and natural water springs.</p>	<p>land in question is not subject to any statutory designations. Whilst there is some public access via public footpaths, the majority of the land is not publicly accessible. Any development will need to incorporate appropriate provision of greenspaces. This will benefit not only residents of the new development, but also residents from nearby areas.</p> <p>Any trees protected under a Tree Preservation Order would remain protected in accordance with the appropriate legislation.</p>		520, 563, 595, 600, 609, 610, 611, 633, 649, 654	Lindsey Sawbridge, Stephen Caulfield, Iva Knapcikova, Chris Jobburn, John Fleming, Rhiannon Fleming, Doreen Pepper, Richard Derbyshire, Alexandra Derbyshire, Susan Conti, Jo Straw, Kirsty Marriott, Ellie Leeland, Phillip Hopkins, Angela Tredwell, Matthew Tredwell, John Perry, Gail Perry, Liam Perry, Penny Bass, Christopher Nedza, Neil Hoult
<b>Loss of Countryside</b>				
The area should be protected under Policy S3. The site is designated as Countryside in the Local Plan (and it does not fall within exceptions of Policy S5 of the draft LP)	The protection of areas of countryside has to be a balanced against the need to address future housing requirements through the allocation of land for development. The proposed	No change	81, 355, 402, 403, 536	Neil Jefferies, Joanne Lunn, Whitwick Parish Council, Susan Conti, Brenda Harper

<p>There has to be a balance of open space and housing. Councillors are temporary custodians of the countryside and should respect residents' opinions.</p>	<p>site is in a sustainable location which is well related to services and facilities. Any proposed development is required to incorporate open spaces and tree planting.</p>			
<p><b>Loss of Green Wedge/Area of Separation and settlement identity</b></p>				
<p>Loss of land formerly designated as Green Wedge or Area of Separation and as a Countryside Priority Area. The land is an important Green Wedge between Whitwick, New Swannington and Swannington., without which there will be no separation.</p> <p>A Green Wedge needs to remain in place along the western Limits of the Parish to retain character.</p> <p>Site has not been assessed as to whether it should be designated as an Area of Separation. If it was assessed, it would be found to provide separation between Coalville and Whitwick.</p> <p>Council are renegeing on its commitment to maintain these Areas of Separation. Once their value is lost it can never be reversed.</p>	<p>The land in question was identified as Green Wedge in the Local Plan of 2002. However, in the adopted Local Plan, the site is identified as countryside. Similarly, the Countryside Priority Area was a policy of the 2003 Local Plan, which was not taken forward in the adopted Local Plan. In preparing a new Local Plan, the Council has to have regard to wide range of factors, including the need to identify sites for housing development to meet the future needs of the district.</p> <p>There will still be a significant gap between Swannington and this part of the Coalville Urban Area. However, the proposed policy could be strengthened to make it clear that there should be significant landscaping and</p>	<p>That an additional requirement be included to state:</p> <p>“A comprehensive landscaping scheme, particularly along the western boundary of the site, to help mitigate the visual impacts of development and to enhance the visual separation to Swannington”</p>	<p>63, 75, 81, 262, 297,298, 355, 398, 399, 403, 406, 536, 595, 649, 654, 655</p>	<p>Neil Riley, Neil Jefferies, Mr &amp; Mrs Hopkins, CH Kyriakou, John Fleming, Rhiannon Fleming, Joanne Lunn, Richard Derbyshire, Alexandra, Derbyshire, Brenda Harper, Angela Tredwell, Christopher Nedza, Susan Conti, Jo Straw, Neil Hoult, Linda Hoult</p>

	<p>tree planting along the western boundary of the site.</p> <p>Areas of Separation are restricted to large open areas within the built-up area. This site is not within the built-up area, but on the edge of.</p>			
<b>National Forest/Charnwood Forest</b>				
<p>Development will encroach into areas designated as National Forest and Charnwood Forest. The Charnwood Forest has a unique landscape, and everything should be done to manage the character, biodiversity, geodiversity, cultural and industrial heritage of the area.</p>	<p>Neither the Charnwood Forest nor the National Forest are factors which in their own right preclude development. The draft policy requires tree planting in accordance with the National Forest policies. Draft Policy En4 requires new development within the Charnwood Forest to take account of this in the design of new developments.</p>	No change	81, 355, 407, 536	Neil Jefferies, Joanne Lunn, Angela Burr, Brenda Harper
<b>Loss of Wildlife Habitat/Biodiversity</b>				
<p>Fields are extensively populated by multiple wild birds and a variety of other wildlife such as bats, foxes and rabbits.</p> <p>Development will endanger wildlife habitats and local ecosystems and diminish the biodiversity that thrives within them.</p>	<p>Other policies of the plan include specific requirements to support wildlife and habitats, including securing biodiversity net gain improvements in accordance with national requirements and to retain and enhance existing trees and hedgerows within and on the boundaries of the site.</p>	No change	63, 71, 75, 81, 97, 254, 267, 278, 279, 286, 297, 298, 355, 360, 378, 397, 395, 398, 399, 407, 507, 513, 514, 520, 536, 587, 591, 609, 610, 611, 628, 631, 633, 642, 644, 648, 649	Neil Riley, Johanna Telford, Mr & Mrs Hopkins, Neil Jefferies, Shirley Brotherhood, Stephen Caulfield, Iva Knapcikova: R Houlton, Paul Burton, Chris Jobburn, John

				Fleming, Rhiannon Fleming, Joanne Lunn, Doreen Pepper, Leanne Flude, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Angela Burr, Stephanie Barker, Kirsty Marriott, Karen Harrup, Ellie Leeland, Brenda Harper, Barry Beniston, Jessica Curtis, John Perry, Gail Perry, Liam Perry, Sandra McNally, Stuart Jobburn, Penny Bass, Stuart Flude, Taylor J Flude, Graham Bass, Christopher Nedza
<b>Flooding and drainage</b>				
The area is susceptible to flooding. Large ponds have formed on the site and remained all through the winter.	Proposed draft policy AP7 seeks to direct development to areas at least risk of	No change	63, 81: 97, 278, 297, 298, 337, 338, 360, 378,	Neil Riley, Neil Jefferies, Shirley Brotherhood, R

<p>The situation is made worse by the geological ground make up of impermeable clay.</p> <p>Development will reduce natural drainage and increase the risk of flooding, even if SUDs schemes are provided as local watercourses are minimal. Excess water will be forced to Thringstone, an area that already suffers with flooding.</p> <p>Drainage gets blocked due to Victorian piping. The drains will become overwhelmed.</p>	<p>flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. The Strategic Flood Risk Assessment (SFRA) for the Local Plan confirms that the site satisfies the Sequential Test.</p> <p>The SFRA also identifies that the site is within area with low permeability. However, the draft policy includes a requirement for the incorporation Sustainable Urban Drainage Systems in order to manage surface water runoff, for example by holding water on site and releasing it at a rate equivalent to a greenfield site.</p> <p>The Lead Local flood Authority did not raise any objection to a previous application (16/01407) which was refused for other reasons.</p>		<p>393, 397, 398: 399, 400: 403, 406, 407, 507, 523, 587, 591, 609, 610, 611, 631,633: 640, 642, 644, 648: 649</p>	<p>Hoult, John Fleming, Rhiannon Fleming, Deb Unwin, Richard Unwin, Doreen Pepper, Leanne Flude,</p> <p>Daniel Wagstaff, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Christine Jorgens, Susan Conti, Jo Straw, Angela Burr, Stephanie Barker, Kathy Rocks, Barry Beniston, Jessica Curtis, John Perry, Gail Perry, Liam Perry, Stuart Jobburn, Penny Bass, Felix Bass, Stuart Flude, Taylor J Flude, Graham Bass Christopher Nedza</p>
--	---	--	--	--



This site is located in Flood Zone 1.	Noted	No change	404	The Environment Agency
<b>Flooding to Property</b>				
<p>The fields retain water which results in properties being flooded. Flooding with sewage water also an issue. Residents have had to use pumps to keep water away from their properties.</p> <p>The water does not drain away fast enough and the road outside is higher than the kerb level.</p> <p>Development may further increase the risk of properties flooding.</p> <p>The area around the corner shop is identified as 'high risk' on the Government's website].</p>	<p>A report from Leicestershire County Council in respect of flooding in 2017 identified that one property on the east side of Thornborough Road (i.e. the opposite of the proposed development) was flooded as a result of a combination of the location of the property at a low level, heavy rainfall resulting in saturated ground and a blocked outfall.</p> <p>The draft policy includes a requirement for the incorporation Sustainable Urban Drainage Systems in order to manage surface water runoff, for example by holding water on site and releasing it at a rate equivalent to a greenfield site.</p>	No change	279, 286, 402, 406, 523, 587, 631	Paul Burton, Chris Jobburn, Whitwick Parish Council, Jo Straw, Kathy Rocks, Barry Beniston, Stuart Jobburn
Development would pollute the waterways.	Any development will be required to incorporate appropriate measures to ensure that existing watercourses are protected from pollution.	No change	97	Shirley Brotherhood

<b>Subsidence/Mining land</b>				
<p>The land has previously been mined. Query the stability of the land and the underground support the houses might need. Subsidence has been experienced in a number of existing properties.</p> <p>The Thringstone fault runs through part of the site and there are disused mine shafts on the site.</p>	<p>The Coal Authority has not identified any issues with this site in its response.</p> <p>A previous planning application on the site (16/01407/OUTM) included a Phase 1 Desk Based Study assessing the potential hazards / contamination risks. This concluded, amongst others, that no further investigation or remediation was necessary with regard to coal mining issues at that time. It also noted that the Coal Authority had indicated that any ground movements due to coal mining should have stopped.</p>	No change	63, 278, 279, 402, 513, 640, 648	Johanna Telford, R Hault, Paul Burton, Whitwick Parish Council, Kirsty Marriott, Felix Bass, Graham Bass
<p>The site is within a Mineral Safeguarding Area for coal. Any allocation would need to take account of the viability of the extraction of the mineral resources in line with policy M11 of the LMWLP.</p>	<p>The site is within a Mineral Safeguarding Area for coal. The Leicestershire Waste and Minerals Plan which forms part of the Development Plan for the area, requires that account be taken of the viability of the extraction of the mineral resource. It would be appropriate to include an additional requirement in the policy.</p>	<p>That the following requirement be included as part of the site allocation policy:</p> <p>Provision of a Mineral Assessment for at or near surface coal</p>	341, 355	Leicestershire County Council, Joanne Lunn

<b>New Swannington Primary School</b>				
<p>New Swannington Primary School has very limited access, space for passing, extensive double parking and extremely narrow walkways causing extreme risk of accidents for both pedestrians and cyclists.</p> <p>The situation would not be solved by additional access to any new housing development as Church Lane would still be used as the primary access for the school increasing the risk of accidents.</p> <p>No parking included for a car park for the school. If development goes ahead the opportunity should be taken to mitigate existing school traffic problems with turning area/parking spaces on Church Lane].</p>	<p>The previous planning application on the site (16/01407/OUTM) included provision of car park to serve the school. However, this is not something that could be specifically required as part of any development.</p> <p>In its response to the consultation on the draft Local Plan, the County Highway authority has advised that the issue of access to this site should be considered in junction with the proposed West of Whitwick Broad Location. It is understood that the site promoter has agreed to do this.</p>	No change	63, 97, 286, 289, 337, 338, 378, 395, 398, 399, 569, 631	Neil Riley, Shirley Brotherhood, Chris Jobburn, Swannington Parish Council, Deb Unwin, Richard Unwin, Leanne Flude, Duncan White, Richard Derbyshire, Alexandra Derbyshire, Phil Ellis, Stuart Jobburn
<b>Accessibility to Facilities</b>				
Limited facilities in the area: The nearest secondary schools are 2 miles away and doctors' surgery a mile away making accessibility for this location an issue.	The site is well located in respect of access to public transport, primary school, leisure facilities (including the new leisure centre), shops (including two supermarkets) and also Stephenson College.	No change	81	Neil Jefferies
<b>Infrastructure</b>				
No capacity at local schools, a similar situation for local doctors, dentists, shops and many other services	The need to contribute towards the cost of additional infrastructure is recognised in	No change	63, 81, 97, 254, 286, 297, 298, 337, 338, 355,	Neil Riley, Neil Jefferies, Shirley Brotherhood,

<p>including public transport, sewage and wastewater which is already under resourced.</p> <p>Not enough jobs or entertainment.</p> <p>Development would put a strain on utilities.</p>	<p>the draft policy. A draft Infrastructure Delivery Plan identifies that this site will be required to contribute towards the provision of:</p> <ul style="list-style-type: none"> <li>• Primary education,</li> <li>• Secondary education,</li> <li>• Healthcare,</li> <li>• Policing and</li> <li>• A variety of Green Infrastructure</li> </ul> <p>Further work will be undertaken to address what contributions are required in respect of transport (including public transport), as well as any impact upon viability of development.</p>		<p>360, 378, 393, 397, 398, 400, 402, 406, 407, 409, 504, 513, 520, 523, 536, 544, 587, 591, 609, 610, 611, 628, 631, 633, 640, 642, 644, 648, 649, 654</p>	<p>Stephen Caulfield, Chris Jobburn, John Fleming, Rhiannon Fleming, Deb Unwin, Richard Unwin, Joanne Lunn, Doreen Pepper, Leanne Flude, Daniel Wagstaff, Pat McReynolds, Richard Derbyshire, Christine Jorgens, Whitwick Parish Council, Jo Straw, Angela Burr, Andrew Palmer, Jay Rocks, Kirsty Marriott, Ellie Leeland, Kathy Rocks, Brenda Harper, Michael Owens, Barry Beniston, Jessica Curtis, John Perry, Gail Perry, Liam Perry, Sandra McNally, Stuart Jobburn, Penny</p>
---	--	--	---	---

				Bass, Felix Bass, Stuart Flude, Taylor J Flude, Graham Bass, Christopher Nedza, Neil Hoult
<b>Traffic and highways</b>				
<p>Area lacks any major roads to cope with increased traffic. More logical to concentrate development in areas which have access to major roads and/or bypasses.</p> <p>There will be increased levels of traffic on already very narrow and congested roads that are not designed or built for heavy traffic. Concern for the safety of residents, road users and pedestrians. Church Lane is especially difficult at school times and there have been minor traffic accidents and near misses or cars with pedestrians. A number of other roads including Thornborough Road, Spring Lane and Brooks Lane are very busy and so additional development would result in gridlock.</p> <p>A number of junctions in the wider area, including the A511 roundabout, Spring Lane, The Dumps and Silver Street, are busy and difficult. New traffic signals will be needed at Spring</p>	<p>In its response to the consultation on the draft Local Plan, the County Highway authority has advised that the issue of access to this site should be considered in junction with the proposed West of Whitwick Broad Location. It is understood that the site promoter has agreed to do this.</p> <p>Further detailed transport modelling will be undertaken to inform the final version of the plan.</p>	No change	63, 75, 81, 86, 97, 254, 258, 262, 267, 278, 286, 289, 297, 298, 337, 338, 340, 360, 378, 393, 395, 397, 398, 399, 400, 402, 403, 406, 409, 491, 504, 507, 514, 523, 536, 544, 563, 569, 587, 591, 615, 628, 631, 633, 640, 642, 644, 648, 649, 655	Neil Riley, Mr & Mrs Hopkins, Neil Jefferies, Claire Caulfield, Shirley Brotherhood, Stephen Caulfield, Sue Kyriakou, CH Kyriakou, Iva Knapcikova, R Hoult, Chris Jobburn, Swannington Parish Council, John Fleming, Rhiannon Fleming, Deb Unwin, Richard Unwin, Michael & Anita Fletcher, Doreen Pepper, Leanne Flude, Daniel Wagstaff, Duncan White, Pat McReynolds, Richard

<p>Lane/Thornborough Road junction given visibility problems. Has the proposed upgrade to the Thornborough Road roundabout taken into account increased traffic flows from both C48 and the west of Whitwick allocation?</p> <p>The local bus route does not service the area very well, so people are more dependent on cars.</p>	<p>A number of bus services currently pass along Thornborough Road, including direct services to Coalville Town Centre, Loughborough, Leicester, East Midlands Airport and Nottingham.</p>			<p>Derbyshire, Alexandra Derbyshire, Christine Jorgens, Whitwick Parish Council, Susan Conti, Jo Straw, Andrew Palmer, Janet Shaw, Jay Rocks, Stephanie Barker, Karen Harrup, Kathy Rocks, Brenda Harper, Michael Owens, Phillip Hopkins, Phil Ellis, Barry Beniston, Jessica Curtis, Amy Collis, Sandra McNally, Stuart Jobburn, Penny Bass, Felix Bass, Stuart Flude, Taylor J Flude, Graham Bass, Christopher Nedza, Linda Hoult</p>
<p>(Highways) Query as to why this site is not included as part of the west of Whitwick Broad Location. This would</p>	<p>At the time that the draft plan was prepared those sites that comprise the West of</p>	<p>That the following be added to the list of requirements:</p>	<p>341</p>	<p>Leicestershire County Council</p>

<p>provide an opportunity for a comprehensive, master planned approach which could help overcome some of the transport challenges in this location.</p>	<p>Whitwick Broad Location were being promoted separately from each other and this site. Since then, it has become apparent that most of the West of Whitwick Broad Location and this site are largely in the control of one site promoter (Gladman Developments). As a result, there is now significant confidence that this site could be brought forward for development.</p> <p>Whilst it still appropriate to maintain this site as a separate entity, it would be appropriate to ensure that any future development is co-ordinated with development of the West of Whitwick site.</p>	<p>Co-ordinate development with land West of Whitwick (C47, C77, C78, C81 and C86), particularly in respect of vehicular access and design and layout.</p>		
<b>Parking</b>				
<p>There are existing parking issues on local roads, any increase in traffic would cause further parking issues, particularly along Church Lane which would become dangerous for pedestrians.</p> <p>New developments never provide enough parking spaces encouraging people to park in potentially dangerous spots and along pavements.</p>	<p>Further detailed transport modelling will be undertaken to inform the final version of the plan, which will need to consider the impact upon the existing highway network.</p> <p>The requirements for parking provision are established by Leicestershire County Council as the Highway</p>	<p>No change</p>	<p>75, 81, 633, 640, 648</p>	<p>Mr &amp; Mrs Hopkins, Neil Jefferies, Penny Bass, Felix Bass, Graham Bass</p>

	Authority. These require a minimum of 2 spaces per dwelling, with 3 for properties with 4 or more bedrooms.			
<b>Public Rights of Way/Recreation</b>				
<p>There are multiple well used public rights of way across the site that would be greatly affected or lost.</p> <p>Footpaths would not be accessible during construction.</p> <p>Will reduce access to the countryside for local residents. This contradicts Local Plan Policy on Health and Wellbeing.</p>	<p>The draft policy requires that existing public rights of way N43, O12 and O13 which cross the site are retained and enhanced, so ensuring that they are accessible to local residents. They will also maintain access to the wider countryside.</p>	No change	63, 81, 86, 262, 267, 286, 289, 298, 355, 395, 513, 649	<p>Neil Riley, Neil Jefferies, Claire Caulfield, CH Kyriakou, Iva Knapcikova, Chris Jobburn, Swannington Parish Council,</p> <p>Rhiannon Fleming, Joanne Lunn, Duncan White, Kirsty Marriott, Christopher Nedza</p>
<p>Note that there is the potential for a number of Public Rights of Way to be impacted by development of this site.</p>	<p>There are four rights of way which affect this site (N3, N36, O14 and O15). This is reflected in the wording of the draft policy which requires that they be retained and enhanced.</p>	No change	192	Leicestershire Access Forum
<b>Pollution</b>				
<p>There would be increased levels of pollution including noise, air, and dust pollution that would not only occur during development but afterwards. This would have negative and</p>	<p>Any proposed development will be required to comply with other policies of the plan which seek to ensure that the amenity of existing and future residents is minimised.</p>	No change	63, 71, 75, 262, 267, 278, 297, 298, 393, 514, 615, 631, 649	<p>Neil Riley, Johanna Telford, Mr &amp; Mrs Hopkins, CH Kyriakou, Iva Knapcikova, R</p>



<p>unacceptable impacts on residents' health and wellbeing.</p> <p>Increases in emissions from cars will contribute to climate change, exacerbating global environmental challenges.</p>				<p>Hoult, John Fleming, Rhiannon Fleming, Daniel Wagstaff, Karen Harrup, Amy Collis, Stuart Jobburn, Christopher Nedza</p>
<b>Other Issues</b>				
<b>Consultation</b>				
<p>Residents have not been made aware of the proposals. The Council has failed to consult the affected population.</p> <p>Consultation was not conducted with inclusivity in mind, the Council needs to review its processes for engaging with the public.</p> <p>All local residents should be informed and granted an extension to respond to the consultation. The online response form was confusing, overly detailed and not fit for purpose.</p>	<p>The consultation was advertised on the Council's website and via Parish and Town Councils, whilst those already on the Council's consultation database were contacted directly. Over 600 responses were received to the consultation, of which 79% were from local residents or businesses.</p>	<p>No change</p>	<p>63, 75, 86, 254, 403</p>	<p>Neil Riley, Mr &amp; Mrs Hopkins, Claire Caulfield, Stephen Caulfield, Susan Conti</p>
<b>Resident Opinion</b>				
<p>Local residents have previously rallied to ensure green belt land is protected and to be faced with the same battles shows a complete lack of consideration for the wishes and needs of the local community.</p>	<p>The Council is legally required to prepare a Local Plan that addresses the future needs of the district.</p> <p>This includes where development should take</p>	<p>No change</p>	<p>297, 298, 504, 536, 544, 600, 649</p>	<p>John Fleming, Rhiannon Fleming, Jay Rocks, Brenda Harper, Michael Owens, Matthew Tredwell,</p>

<p>It is NWLDC Policy to 'protect and seek to improve things that are important to local people' as such due consideration must be shown to previous campaigns to ensure greenbelt is not lost.</p> <p>Development would undermine previous work in protecting our green spaces and would show an utter disregard for the opinions, values and efforts of local residents who have sought to preserve the remaining countryside. Consideration must be given to previous campaigns to ensure the land is not developed.</p> <p>Major over commitment by the council to tick Government boxes that takes no account of existing residents.</p>	<p>place having regard to a range of planning considerations. A failure to make the necessary provision will leave the Council vulnerable to speculative planning applications.</p>			<p>Christopher Nedza</p>
<p>NWLDC should give due time, consideration and acknowledgement to all residents.</p>	<p>The Council is required to have regard to comments made in response to any consultation.</p>	<p>No change</p>	<p>407</p>	<p>Angela Burr</p>
<p><b>Unmet Need for Leicester City</b></p>				
<p>Concerned that the sites in and around Whitwick are only being included in the Local Plan because Leicester City have major problems with their housing plans.</p> <p>Have you informed local people that you have promised 7,000 houses to be taken from Leicester County Council?</p>	<p>The Council is under a Duty to Cooperate with the other Leicestershire authorities to ensure that all the housing needs of Leicester and Leicestershire are met. Leicester City is unable to meet all of its needs and so its necessary for other</p>	<p>No change</p>	<p>609, 610, 654, 655</p>	<p>John Perry, Gail Perry, Neil Hoult, Linda Hoult</p>

	authorities to make provision over and above their own needs. This was agreed through a Statement of Common Ground signed off by the Council in September 2022			
<b>Miscellaneous</b>				
Believes there are restrictive covenants on land behind 234 Church Lane.	234 Church Lane does not adjoin the site	No change	544	Michael Owens
SHELAA 2021 allocates C48 a timeframe of 11-20 years and as such the site shouldn't be included in the Local Plan, certainly not without an up-to-date re-assessment.	The SHELAA is part of the evidence base to inform the Local Plan, but of itself it does not determine the planning status of any specific site. The SHELAA provides only an indicative timeframe for possible development. As part of the Local Plan it will be necessary to prepare a housing trajectory to show when sites are likely to be developed.	No change	355	Joanne Lunn
The Draft Local Plan has not been updated to reflect changes to the NPPF and is based on a NPPF before the NPPF dated December 2023.	The Local Plan will be updated to take account of any changes to the NPPF or other changes as part of the Regulation 19 plan.	No change	355	Joanne Lunn
The new LP should recognise that Whitwick is a sustainable village in its own right. It should not be considered as part of the Coalville Urban Area.	The Coalville Urban Area is comprised of different settlements which together function as one, with a good range of services and	No change	406, 600	Jo Straw, Matthew Tredwell

<p>Whitwick is not an Urban Area of Coalville.</p>	<p>facilities spread throughout the urban area which meet most of the day-to-day needs of residents.</p> <p>There are a good range of services and facilities available within, or close to, Whitwick which mean it is much more sustainable and hence a location for new development, than Sustainable Villages, which by their nature are smaller, stand alone and with fewer facilities.</p>			
<p>Due to the extremely high development costs of the site, it would end up being developed by a Housing Association or charity due to development grants being available. The Whitwick/Thringstone area does not need any further social housing as it is considered a deprived area and development of this nature would exacerbate existing problems.</p>	<p>There is no suggestion at this time that the site would not be viable. It is understood that part of the site is controlled by a housing association, but the vast majority is controlled by another site promoter. Any future development will include a mix of tenures and house types.</p>	<p>No change</p>	<p>609, 610</p>	<p>John Perry, Gail Perry</p>
<p>Very close to Swannington Incline, an important historical landmark in the area. If the site is developed the land up to the Incline should be designated as an Area of Separation between Whitwick and Swannington.</p>	<p>Other policies of the plan seek to ensure that due regard is paid to heritage features. It is not necessary to repeat them in every site policy.</p>	<p>No change</p>	<p>262, 289, 569</p>	<p>CH Kyriakou, Swannington Parish Council, Phil Ellis</p>

**APPENDIX E**

**CONSULTATION RESPONSES TO JACK'S ICES, NORTH OF STANDARD HILL,  
COALVILLE (C50)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C50</b>	<b>SITE NAME: JACKS ICES NORTH OF STANDARD HILL, COALVILLE</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Given that there are already 400 homes under construction via the adjacent scheme and thousands coming forward as part of south-east Coalville, an additional 108 on top feels excessive. The closest GP surgery, Hugglescote Surgery, is already swamped. Standard Hill is notorious for motorists speeding and the existing footpath is narrow and insufficient for pedestrians and there is also no cycle infrastructure in place. Therefore, children are unlikely to walk to schools and so result in extra traffic on local roads. Residents would be far more open to extra housing if there was already sufficient infrastructure to accommodate it.</p>	<p>At Planning Committee on 11 May 2024, it was resolved to grant planning permission for the development of 100 dwellings, subject to the completion of a S106 Agreement (23/00173/FULM). Therefore, for the purposes of the Local Plan this site should be considered as a commitment, rather than an allocation.</p>	<p>That the site be treated as a commitment. It is already included in the commitments figure at table 2 of the report.</p>	95	Lucy Cave
<p>Notwithstanding that there is an outstanding planning application on the site, it is clearly not capable of accommodating 108 dwellings. If the site is included, it should be adjusted to 100 dwellings.</p>	<p>At Planning Committee on 11 May 2024, it was resolved to grant planning permission for the development of 100 dwellings, subject to the completion of a S106 Agreement (23/00173/FULM). Therefore, for the purposes of the Local</p>	<p>That the site be treated as a commitment. It is already included in the commitments figure at table 2 of the report.</p>	243	Avison Young

	Plan this site should be considered as a commitment, rather than an allocation.			
Support proposed allocation which is subject of planning application for a 100% affordable housing scheme. This should be reflected in viability assessment. As drafted the policy includes unnecessary duplication with other policies.	At Planning Committee on 11 May 2024, it was resolved to grant planning permission for the development of 100 dwellings, subject to the completion of a S106 Agreement (23/00173/FULM). Therefore, for the purposes of the Local Plan this site should be considered as a commitment, rather than an allocation.	That the site be treated as a commitment. It is already included in the commitments figure at table 2 of the report.	296	Pegasus Group
(Highways) Previously expressed concerns in respect of the vertical alignment of Standard Hill to achieve a safe and appropriate form of access. Also concerned about access from the adjoining site in view of capacity. It would be unlikely that any roads within the site would be adoptable given levels issues.	At Planning Committee on 11 May 2024, it was resolved to grant planning permission for the development of 100 dwellings, subject to the completion of a S106 Agreement (23/00173/FULM). Therefore, for the purposes of the Local Plan this site should be considered as a commitment, rather than an allocation.	That the site be treated as a commitment. It is already included in the commitments figure at table 2 of the report.	341	Leicestershire County Council
This site has an ordinary watercourse along its western boundary. There is also a closed landfill on the western side of the site, and which is known to have taken road construction material.	At Planning Committee on 11 May 2024, it was resolved to grant planning permission for the development of 100 dwellings, subject to the completion of a S106 Agreement (23/00173/FULM). Therefore,	That the site be treated as a commitment. It is already included in the commitments figure at table 2 of the report.	404	The Environment Agency

	for the purposes of the Local Plan this site should be considered as a commitment, rather than an allocation.			
--	---	--	--	--



**CONSULTATION RESPONSES TO CHURCH VIEW, GRANGE ROAD, HUGGLESCOTE  
(C61)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C61</b>	<b>SITE NAME: CHURCH VIEW HUGGLESCOTE</b>
----------------	-------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
Hugglescote Surgery is swamped and in need of expansion. There is also insufficient parking and there have been issues with cars parking poorly along footpaths and on crossings, creating a dangerous environment for pedestrians, cyclists and other road users, particularly as cars come into Hugglescote very quickly from the 40mph section of Grange Road, often without slowing down.	Noted. However, in view of other comments and the lack of support from the landowner/promoter, it is proposed that the allocation be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	96	Lucy Cave
There are various technical constraints, including the fact that part of the site is located in Flood Zone 2/3, there are possible ecological features and uncertainty regarding access. Therefore, it is considered that the site is unlikely to be suitable for residential development.	The National Planning Policy Framework requires that planning policies should identify a supply of specific developable sites. This means sites where there is a “reasonable prospect that they will be available and could be viably developed at the point envisaged”. No statement of support has been received from the landowner/promoter of this site. In the absence of such a statement it is considered that it would not be	That this site be not allocated as part of the Regulation 19 plan	243	Avison Young

	reasonable to continue with the allocation of this site as it would not satisfy the definition of developable.			
Potential flooding issues, particular as part of site is in flood zone. Provision of a safe and suitable access from Grange Road may be challenging due to proximity of railway bridge.	Noted. However, in view of other comments and the lack of support from the landowner/promoter, it is proposed that the allocation be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	341	Leicestershire County Council
The site has the potential for flooding.	Noted. However, in view of other comments and the lack of support from the landowner/promoter, it is proposed that the allocation be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	391	Hugglescote and Donington le Heath Parish Council
A significant portion of the site, approximately half is currently shown to be within Flood Zones 3 and 2, and which is associated with an ordinary watercourse running through the site.	Noted. However, in view of other comments and the lack of support from the landowner/promoter, it is proposed that the allocation be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	404	The Environment Agency



**CONSULTATION RESPONSES TO LAND AT LILY BANK, THRINGSTONE (C74)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C74</b>	<b>SITE NAME: LILY BANK THRINGSTONE</b>
----------------	-------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
No benefit at all to existing neighbourhoods and residents. Development will result in the loss of open spaces and greenfields, why not build elsewhere?	The Council is required to allocate sufficient sites to meet the future requirements of the district. In doing so it is important to identify a range of sites of different sizes and locations.	No change	98	Lindsey Sawbridge
Support proposed allocation on behalf of landowner. Access can be achieved to meet County Highway Authority requirements. The other various requirements in the proposed policy are also achievable.	Noted  There is a recent planning permission on the north-western extreme of the site for three dwellings (24/00272). It is understood that this would not be implemented in the event that site is allocated.	No change	171	Andrew Large Surveyors
Note that there is the potential for a number of Public Rights of Way to be impacted by development of this site.	There are two rights of way which affect this site (N4 and N5). This is reflected in the wording of the draft policy.	No change	192	Leicestershire Access Forum
The potential impact on Grace Dieu & High Sharpley SSSI should be fully considered and sufficient information should provide evidence that the proposal would not damage or destroy	A Preliminary Ecological Appraisal was submitted by the site promoter in June 2024. This was shared with Natural England who subsequently advised that	No change	223	Natural England

<p>the interest features for which the SSSI has been notified.</p>	<p>they “note that no direct impacts to the SSSI are anticipated given the distance of the development from the SSSI boundary. Also due to the lack of functionally connected habitat, indirect impacts are considered unlikely, but will be assessed at the detailed design stage and mitigated for through the implementation of a Construction Environmental Management Plan (CEMP). We look forward to commenting on the planning application consultation when it is submitted”.</p> <p>They go on to advise that Great Crested Newts have been identified on the site and that the site lies within an where there is an active District Level Licensing scheme in operation. This information has been shared with the site promoter.</p>			
<p>The site is not controlled by a developer, part of the site is in Flood Zone 2/3, and there is uncertainty regarding access to the site. Therefore, site is unlikely to be suitable for residential development.</p>	<p>Whilst there is not a developer identified at this time, the site is being actively promoted by the agent on behalf of the landowner and it is understood that a</p>	<p>No change</p>	<p>243</p>	<p>Avison Young</p>

<p>Even if it is, it is questionable as to it whether it could accommodate 64 homes.</p>	<p>preferred developer has been identified.</p> <p>The site promoter has undertaken both detailed highway and ecological assessment work which have been shared with the appropriate authorities. As such the site is considered to be deliverable and developable as require by the National Planning Policy Framework</p>			
<p>Previous comments as part of SHELAA noted that the speed survey information was out of date and concerns regarding pedestrian and cycle provision.</p>	<p>A detailed pre application highway assessment regarding possible access options was submitted by the agent on behalf of the landowner to the County Highway Authority in January 2024. In the promoter's response to the consultation in February 2024 they appended a copy of the County Highway Authority response to this assessment dated 26 January 2024. This advised that the necessary visibility splays could be achieved.</p> <p>Notwithstanding this, the County Highway Authority has advised that significant upgrades would be required</p>	<p>No change</p>	<p>341</p>	<p>Leicestershire County Council</p>



	<p>to achieve access from Lily Bank. Therefore, its preference would be for the site to be accessed via Griffin Close which adjoins the site to the east.</p> <p>The proposed policy allowed for access from either Lily Bank or via Griffin Close. Therefore, no change required.</p> <p>In terms of pedestrian and cycle provision, the draft policy includes a requirement to provide a direct link to footpath N5 which runs along the eastern boundary of the site. This in turn provides a link to Henson's Lane, Thringstone primary school and to recent development at Griffin Road and hence to Loughborough Road and the bus services which pass along it.</p>			
<p>The Western most side of the site lies within Flood Zone 3 (within the floodplain of the Grace Dieu Brook, a Main River of the Environment Agency). This will remain the case once NaFRA2 goes live. The remainder of the site lies within Flood Zone 1.</p>	<p>The draft policy makes clear that no development will be allowed in the area covered by Flood Zone (3 (and 2) consistent with national policy. The Flood Zone 3 is located at the north western edge of the site. It is estimated to occupy only</p>	<p>No change</p>	<p>404</p>	<p>The Environment Agency</p>

	about 0.3Ha, out of a site area of 3.42ha.			
More development will increase flood risk as land can no longer absorb rainfall. It will also increase demand for school places and GP practices. Development will also lead to loss of wildlife.	The draft policy makes clear that no development will be allowed in the area covered by Flood Zone (3 (and 2) consistent with national policy. The policy also requires that any proposed development incorporate appropriate surface water drainage provision and that contributions be made to additional infrastructure such as education and health provision.	No change	407	Angela Burr
A planning application has already been rejected on the proposed site. Consider that the number of houses proposed is far too high for the site. The site is next to a brook and very low lying. At times of heavy rain the site floods.	The draft policy makes clear that no development will be allowed in the area covered by Flood Zone (3 (and 2) consistent with national policy. The response from the Environment Agency confirms that the remainder of the site is in Flood Zone 1 (i.e. the area at lowest risk of flooding).  It is not clear as to which planning application is referred to as being rejected. It is the case that outline planning permission was granted for the demolition of an agricultural building on the	No change	431	Douglas Nicholson

	north-eastern part of the site for 3 dwellings (23/00240/OUTM) and for which reserved matters was approved in August 2024 (24/00272/REM).			
Have serious concerns about accessing the site from Lily Bank, general topography, woodland & hedges, flooding concerns and traffic. Continuation of the site from the recent development would be the best if this site were to become live, otherwise, much more suitable locations would be much more appropriate, the development would suffer with concerns from the noise of the A512.	<p>The County Highway Authority has confirmed that the necessary viability splays can be achieved to access the site from Lilly Bank, although their preference is for access to be achieved via Griffin Close (see response to rep 341 above).</p> <p>The draft policy requires the retention of trees and hedgerows.</p>	No change	478	Rhys Beaver

This page is intentionally left blank

**CONSULTATION RESPONSES TO 186,188 AND 190 LONDON ROAD, COALVILLE (C83)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C83</b>	<b>SITE NAME: LONDON ROAD COALVILLE</b>
----------------	-------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
Scotlands Playing Field lies to the west of the site. In accordance with the National Planning Policy Framework, it is necessary to ensure that the operation of the playing fields do not have unreasonable restrictions placed on its operation. An additional requirement which requires details of measures to protect the operation of the Scotlands Playing Field is suggested.	Noted. However, due to the lack of landowner/promoter support and concerns regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	143	Sport England
Note that there is the potential for a number of Public Rights of Way to be impacted by development of this site – only very small area in south-east corner.	Noted. However, due to the lack of landowner/promoter support and concerns regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	192	Leicestershire Access Forum
There is no developer interest in the site and uncertainty regarding whether the site can be accessed. As such it is considered that the site is unlikely to be suitable for development.	The National Planning Policy Framework requires that planning policies should identify a supply of specific developable sites. This means sites where there is a “reasonable prospect that they will be available and could be viably developed at	That this site be not allocated as part of the Regulation 19 plan	243	Avison Young

	the point envisaged". No statement of support has been received from the landowner/promoter of this site. In the absence of such a statement it is considered that it would not be reasonable to continue with the allocation of this site as it would not satisfy the definition of developable.			
Access does not appear to be achievable given the narrow highway frontage and proximity to railway bridge on London Road.	Noted. However, due to the lack of landowner/promoter support and concerns regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	341	Leicestershire County Council
Site lies within Flood Zone 1.	Noted. However, due to the lack of landowner/promoter support and concerns regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	404	The Environment Agency
The junction for this site is a proposed death trap.	Noted. However, due to the lack of landowner/promoter support and concerns regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.	That this site be not allocated as part of the Regulation 19 plan	614	B Greasly
I am strongly against this proposal as the access will be a death trap.	Noted. However, due to the lack of landowner/promoter support and concerns	That this site be not allocated as part of the Regulation 19 plan	650	J Greasly

	regarding access to the site, it is proposed that this site be not taken forward as part of the Regulation 19 plan.			
--	--	--	--	--





This page is intentionally left blank

**APPENDIX I**

**CONSULTATION RESPONSES TO LAND AT COALVILLE LANE/RAVENSTONE ROAD,  
COALVILLE (R17)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: R17</b>	<b>SITE NAME: LAND AT JUNCTION OF WASH LANE AND COALVILLE LANE, RAVENSTONE</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Wash Lane, between the Hoo Ash Roundabout and Ravenstone Crossroads, is horrendously congested at rush hour and adding 300+ cars (assuming each house has 2 cars) is going to create major problems without some kind of improvement to the Ravenstone crossroads to the south of the site. The on-street parking on Wash Lane obstructs the flow of traffic and causes a huge backlog. A solution needs to be found to alleviate congestion as part of the development of this land.</p>	<p>This site is the subject of a current planning application (21/00494/OUTM). The County Highway Authority has advised that the impacts on highway safety would not be unacceptable and the impact on the road network would not be severe. As a result it does not conflict with paragraph 111 of the NPPF, subject to conditions and/or planning obligations.</p>	<p>No change</p>	<p>95</p>	<p>Lucy Cave</p>
<p>Support the proposed allocation, the northern part of which is the subject of a current planning application for up to 105 dwellings (21/00494/OUTM).</p> <p>In terms of the requirement for a pedestrian link through the adjoining land to the east, this cannot be delivered as it requires land outside of the site promoters control. As such, the policy should therefore be rewritten</p>	<p>Noted.</p> <p>It is agreed that criteria (c) should be amended.</p>	<p>That criteria (c) be amended to state”</p> <p>“The provision of a pedestrian link to the eastern boundary of the site to enable connectivity to existing development to the east”.</p>	<p>147</p>	<p>Gladman</p>

<p>as a 'desirable' rather than a strict requirement of the allocation.</p> <p>It is considered that it is likely that more than 153 dwellings could be accommodate do the site.</p>	<p>Some of the remaining part of the site of this may be required to make provision for biodiversity net gain or National Forest planting. Therefore, it would be prudent to not amend the current assumptions.</p> <p>The site are for the total site is about 8.2Ha. Whilst it is possible that this could, therefore</p>			
<p>From a further review of the Council website this states this application has not yet been determined and is awaiting a decision. However, within the Allocation Documents it states that planning has been granted it seems no such decision has yet been formally issued.</p> <p>Question whether all of the site is deliverable, especially that part that is brownfield. If this part is not deliverable then there will be a need to allocate land elsewhere, such as at Church Lane Ravenstone (R9).</p>	<p>Paragraph 4.28 of the draft Local Plan states that "The northern part of the site (currently in agricultural use) is the subject of a planning application for 105 dwellings (21/00494/OUTM)." This remains the case.</p> <p>There is no evidence at this stage to suggest that all of the remainder of this site could not be developed, although it is recognised that some of this may be required for biodiversity net gain or National Forest planting. This is allowed for in the assumption regarding the</p>	No change	182	Boyer Planning o/b/o Redrow Homes

<p>The site falls within the parish of Ravenstone but it is being classed as development within the Coalville Urban Area (CUA).</p> <p>Development of the site will increase the coalescence between Coalville and Ravenstone.</p>	<p>amount of development anticipated.</p> <p>It is the case that the site, together with adjoining land to the east and to the north of Coalville Lane is located within the parish of Ravenstone. However, these areas read in physical terms as part of the Coalville Urban Area.</p> <p>The A447 provides a logical rounding off and limits any further westward extension towards Ravenstone.</p>			
<p>The LHA's previous SHELAA comments highlighted that Access from Wash Lane may be contrary to the Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy'.</p>	<p>This site is the subject of a current planning application (21/00494/OUTM). The County Highway Authority has advised that the impacts on highway safety would not be unacceptable and the impact on the road network would not be severe. As a result it does not conflict with paragraph 111 of the NPPF, subject to conditions and/or planning obligations.</p>	No change	341	Leicestershire County Council (highways authority)
<p>Land at Coalville Lane/Ravenstone Road – the site is in a Mineral Safeguarding Area for both sand &amp; gravel and brick clay so would require a minerals assessment in accordance with Policy M11 of the Leicestershire Minerals and Waste Local Plan.</p>	Noted	That a requirement be included that a Mineral Assessment be submitted as part of a planning application.	341	Leicestershire County Council (planning authority)

Site lies within Flood Zone 1	Noted	No change	404	The Environment Agency
-------------------------------	-------	-----------	-----	------------------------





**APPENDIX J**

**CONSULTATION RESPONSES TO BROAD LOCATION, WEST OF WHITWICK (C47, C77,  
C78, C86, C81)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C47, C77, C78, C86, C81</b>	<b>SITE NAME: Broad Location West of Whitwick</b>
----------------	---	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>Principal of Development</b>				
Object to development on the site. No benefit to local residents and will result in the loss of open spaces and greenfields.	The Council is required to allocate sufficient sites to meet the future requirements of the district. The proposed policy for this site seeks to ensure that it is designed and developed in a way that is sympathetic to its surroundings.	No change	98, 122, 542	Lindsey Sawbridge, Lisa White, Kelvin Eatherington
How can planning permission be granted without true firm plans?	The Local Plan does not grant planning permission, but rather it establishes the principal of development and the factors to be taken in to account when subsequently determining any planning applications.	No change	294	Peter Kimber
Green Belt should not be developed.	There is no Green Belt within the district. In the adopted Local Plan all of the land that comprises the Broad Location is identified as countryside.	No change	408	Michael Reid

Believe there to be restrictive covenants on land behind 248 Church Lane.	It appears that 248 Church Lane does not back on to this site.		544	Michael Owens
<p>Planning permission for housing development on this site has previously been refused. Their countryside location was included as a reason for refusal. Why is this land now suitable for development? Allowing development in the countryside would set a precedent with no consideration given to long term consequences.</p> <p>All representations and objections to this application should be reviewed and considered as part of this consultation and proposal.</p>	<p>There is no record of any planning application for residential development on this site save for the conversion of an agricultural building to one dwelling (18/01782/PDNATR).</p> <p>Site C48 is the subject of a separate allocation.</p> <p>Only those comments submitted in response to the consultation on the Local Plan are required to be considered.</p>	No change	63, 81, 297, 298, 362, 363, 615, 649	Neil Riley, Neil Jefferies, John Fleming, Rhiannon Fleming, Susan Beech, John Beech, Amy Collis, Christopher Nedza
Allocation does not fall within the exceptions provided for in the adopted Policy S3 or the draft policy S5.	<p>The adopted Local Plan only covers the period to 2031. The new plan is looking ahead to 2042 and needs to identify new sites to accommodate the housing requirement which are now significantly higher than in the adopted Local Plan. Draft policy S5 would only apply to areas identified as countryside in the new plan, not areas proposed for development such as this site.</p>	No change	355	Joanne Lunn

<p>The allocation falls within the Urban Fringe 1 for Coalville (NWLDC Settlement Fringe Assessment 2010) and is ranked as the least suitable place for development.</p>	<p>The Settlement Fringe Assessment is part of the evidence for the previous plan. The site has been assessed as part of a Landscape Sensitivity Study which identified the site as being of medium landscape sensitivity and high visual sensitivity.</p>	<p>No change</p>	<p>355</p>	<p>Joanne Lunn</p>
<p>The allocation does not take account of Para 74 of the NPPF and the Council's quantitative assessment of the individual sites which identifies a number of constraints and serious infrastructure issues. No mitigation has been recommended to overcome these concerns.</p>	<p>Paragraph 74 of the NPPF is concerned with "new settlements or significant extensions to existing villages and towns". The NPPF does not clarify as to what constitutes significant. Amongst the factors to be considered in identifying sites is reference to sites being of a "size and location [that] will support a sustainable community with access to services and employment opportunities within the development itself ..... or in larger towns to which there is good access". In this instance the site is located in the Principal Town in the district where there is a good range of services and facilities available, including public transport which passes directly along Brooks</p>	<p>No change</p>	<p>355</p>	<p>Joanne Lunn</p>

	Lane. The proposed policy sets out a number of requirements that will need to be addressed as part of future development.			
The 2021 SHELAA suggests a time framework of 11-20 for each of the individual sites. An up-to-date assessment is needed before it is included in the proposed new plan.	The SHELAA is part of the evidence base to inform the Local Plan, but of itself it does not determine the planning status of any specific site. The SHELAA provides only an indicative timeframe for possible development. As part of the Local Plan it will be necessary to prepare a housing trajectory to show when sites are likely to be developed.	No change	355	Joanne Lunn
The site is unsuitable due to the number of constraints. Considerable investment would be required and it is highly unlikely a commercial developer would take this site. The only option would be for a Housing Association to develop this site with the support of government grants. This area is already classed as deprived and further large-scale social housing would exacerbate this situation.	It is understood that the majority of the land is under option to a land promoter who is looking to address matters such as access and infrastructure requirements. There is no evidence at this time to suggest that the site would not be attractive to a commercial developer.	No change	599, 609, 610	Trevor Armston, John Perry, Gail Perry
It is questioned as to whether the site is deliverable or developable as required by the National Planning Policy Framework in view of the multiple ownership issues, particularly	The majority of this site is now controlled by a Land Promoter, whilst a housing association controls most of the remaining land. Both are	No change	116, 182, 243	Strategic Land Group, Redrow Homes, Avison Young

as the largest parcel is landlocked. At the very least a cautious approach should be taken in respect of likely deliverability. Consideration should be given to allocating sites elsewhere to avoid a significant risk to the plan.	currently working up proposals for future development.			
Gladman are promoting parcels C81 and C47 of the proposed Broad Location which provides an opportunity to develop a high quality, sustainable residential scheme that could make an important contribution to meeting housing needs as well as helping to ensure the viability of local services and facilities within Coalville. Gladman confirm that they are willing to establish a commitment to joint working alongside the various landowners and site promoters. Gladman would be happy to take a lead on the masterplanning work, supported by planning policy officers as well as the promoters/landowners of the various parcels. Following this and subject to the Council's approval, consultation can commence with the local community and key stakeholders	Noted. It is understood that work is taking place in respect of a variety of issues, including transport.	No change	147	<b>Gladman Developments Ltd</b>
<b>Development Strategy</b>				
The development of Brownfield sites, urban infill and sustainable housing initiatives would be more suitable. Including in terms of environmental and ecological impacts and infrastructure requirements.	The draft Local Plan included an allowance for sites in Coalville Town Centre to deliver 200 dwellings from previously developed land. In addition, it is proposed to redevelop the former	No change	81, 267, 297, 298, 407, 519, 547, 556, 572,655	Neil Jefferies, Iva Knapcikova, John Fleming, Angela Burr, Rhiannon Fleming

Land at the Prince of Wales, Land on High Street and the old Bakehouse sites should be considered for development before sites located within the Area of Separation.	Hermitage Leisure Centre for housing. Other previously developed land is currently being redeveloped for housing, including the former Snibston Discovery park and Workspace 17. The amount of new housing that needs to be provided for is such that it is necessary to allocate greenfield sites for development.			Maxwell Brooks, Margaret Turner, Christine Jarmin, Joyce Black, Linda Hoult
A number of smaller scale developments/pockets of development would be a more appropriate strategy.	There is a significant requirement for additional housing to address future needs. This means it is inevitable that large sites/areas such as this will need to be identified for future development if the Council is to demonstrate that these requirements can be addressed.	No change	521, 654	Gayle Baker, Neil Hoult
Higher density development should be focused in Coalville.	The draft plan included an allowance for regeneration sites in and around Coalville Town Centre. Higher density development might be appropriate in such a location. Elsewhere, the density will depend upon the individual site and locations characteristics.	No change	549, 550	Pauline Price, John Price
The Council should prioritise the 3,500 houses to be built at South Coalville.	The dwelling to be provided as part of south-east	No change	519, 556	Maxwell Brooks, Christine Jarmin

This would reduce the need for the additional housing that is being proposed.	Coalville are already accounted for as commitments. When all such sites are taken into account there is still a need to find sufficient land for about 7,100 dwellings.			
Existing empty homes will not be filled if development goes ahead.	The need for new housing nationally is significant as recognised in national policy and the proposed updated standard method. For the housing market to operate effectively there always needs to be a certain amount of vacancy to allow for what is referred to as churn. As at the 2021 Census the vacancy rate was estimated to be 3.5%, compared with a national rate of 5.4%.	No change	588	Lisa Webster
<b>Housing Numbers and Housing Type</b>				
Concerns raised over the number of houses. There are currently many houses being built in the area as well as available jobs. This level of housing proposed is only to address the shortfall in housing delivery by Leicester City Council. This level of development is not needed in this district.	There is a significant requirement for additional housing to address future needs of the district up to 2042. This means that additional sites will need to be identified. North West Leicestershire is only taking 4% of the unmet need in Leicester City, compared to 20% + in a number of other district/boroughs. A much	No change	267, 604, 609, 610, 654,655	Iva Knapcikova, Graham Hibberd, John Perry, Gail Perry, Neil Hoult, Linda Hoult



<p>Have residents been informed that the Council have promised to take 7000 houses from Leicester County Council?</p>	<p>bigger driver of growth is the need to balance homes and jobs. The Council has not agreed to take 7,000 homes from Leicester. The actual amount is less than 1,000.</p>			
<p>Are housing figures out of date? Are they a government projected housing estimate?</p>	<p>The housing requirement takes the governments standard method as a starting point as required by the National Planning Policy Framework. The standard method takes account of both projected household growth and any historic under-supply. Further adjustments are then made as part of a Statement of Common Ground agreed with the other Leicester and Leicestershire authorities, which includes addressing unmet need from Leicester City and, more importantly for North West Leicestershire, the need to provide a better balance jobs and households.</p>	<p>No change</p>	<p>588</p>	<p>Lisa Webster</p>
<p>Acknowledge development would provide more affordable housing, but I would pay more for housing for a nice environment. This would be preferable to more affordable homes surrounded by houses and cars.</p>	<p>The Local Plan seeks to achieve good quality housing developments, irrespective of the housing tenure.</p>	<p>No change</p>	<p>267</p>	<p>Iva Knapcikova</p>

<p>Will there be any provision for social housing?</p> <p>The local community cannot afford to buy or rent houses.</p>	<p>Other policies of the plan address the need for new housing development to make provision for affordable housing, including that provided by housing associations.</p>	<p>No change</p>	<p>250,558</p>	<p>Roy Williams, Lisa Webster</p>
<p><b>Scale and Location of Development</b></p>				
<p>Development would result in urban sprawl with Whitwick and Thringstone no longer separated from Coalville and New Swannington.</p> <p>Whitwick and Thringstone would become part of the Coalville Urban Area.</p> <p>The loss of separation would result in a loss of identity and individuality of the local villages, as well as a loss of belonging and community.</p> <p>Whitwick should be recognised as a Sustainable Village.</p>	<p>The Coalville Urban Area is comprised of different settlements which together function as one, with a good range of services and facilities spread throughout the urban area which meet most of the day-to-day needs of residents.</p> <p>Whitwick and Thringstone already form part of the Coalville Urban Area.</p> <p>There are a good range of services and facilities available within, or close to, Whitwick which mean it is much more sustainable and hence a location for new development, than Sustainable Villages, which by their nature are smaller, stand alone and with fewer facilities.</p>	<p>No change</p>	<p>81, 289, 297, 298, 398, 399, 406, 521, 522, 551, 566, 570, 572, 576, 577, 578, 600, 608, 616, 617, 620, 654</p>	<p>Neil Jefferies, Swannington Parish Council, John Fleming, Rhiannon Fleming, Richard Derbyshire, Alexandra Derbyshire, Gayle Baker, Jo Straw, Howard Baker, Kenneth Neal, Emma Pearson, Gaynor Armston, Joyce Black, Kathleen Ingall, Richard Pickering, Ronald Ingall, Matthew Tredwell, David Gubb, Verity Cave, Aaron Cave, Sarah Fielding, Neil Houlton</p>

<p>The amount and scale of housing is not appropriate and not proportionate for the area.</p> <p>This scale of development would be overbearing and out of character and scale and would dominate and overcrowd the village, which is already overdeveloped. Development would impact on the character of the area and result in loss of views.</p>	<p>There is a significant requirement for additional housing across the district to address future needs up to 2042.</p> <p>As at the 2021 census the Coalville Urban Area was home to 33% of the population, the largest settlement in the district, with a very good range of services and facilities. It is appropriate therefore, that the largest amount of development is directed there.</p>	<p>No change</p>	<p>63, 75, 81,298, 362, 363,366, 395, 398, 511, 514,521, 522, 529, 537, 546, 547, 548, 549,</p> <p>550, 566, 585, 603, 604, 640, 649</p>	<p>Neil Riley, Mr R &amp; Mrs J Hopkins, Neil Jefferies, Rhiannon Fleming, Susan Beech, John Beech, Jennifer Smith, Duncan White, Richard Derbyshire, Nigel Chapman, Karen Harrup, Gayle Baker, Howard Baker, John Dunicliffe, Sue Clarke, Robert Ansiingh, Margaret Turner, Susan Ansigh, Pauline Price, John Price, Emma Pearson, J Lewis, Trevor McNally, Graham Hibberd, Felix Bass, Christoper Nedza</p>
<p>High density and overcrowded housing don't offer a good quality of life.</p>	<p>Other policies of the Local Plan seek to ensure that new development is of high quality, and which respects the location and setting of any site.</p>	<p>No change</p>	<p>298</p>	<p>Rhiannon Fleming</p>
<p><b>Design of Development</b></p>				

The way that these parcels of land fall is quite extreme, and consideration would need to be taken for providing disabled access.	The issue of accessibility between new and existing development, as well as within any new development, is a matter to be addressed as part of a detailed planning application.	No change	362, 363	Susan Beech, John Beech
Who will ensure the homes meet the 2025 'Future Homes Standard' and new homes built after 2025 will produce 75-80% less carbon emissions. (Government Targets)	The issue of the Future Homes Standard will be addressed when other policies are considered in due course.	No change	362, 363	Susan Beech, John Beech
<b>Loss of Countryside/Green Space</b>				
Loss of valued countryside, including its landscape, natural beauty and scenic value as well as its tranquillity.	The plan seeks to strike a balance between identifying sufficient land to meet future housing needs, whilst also protecting the vast majority of land as countryside	No change	297, 298, 362, 363, 408, 521, 522, 530, 532, 550, 563, 566, 572, 576, 578, 585, 599, 609, 610, 611, 616, 617, 628, 649	John Fleming, Rhiannon Fleming, Susan Beech, John Beech, Michael Reid, Gayle Baker, Howard Baker, Eileen Turrell, Phillip Collings, John Price, Phillip Hopkins, Emma Pearson, Joyce Black, Kathleen Ingall, Ronald Ingall, J Lewis, Trevor Armston, John Perry, Gail Perry, Liam Perry, Verity Cave, Aaron Cave, Sandra

				McNally, Christopher Nedza
Significant loss of actively farmed land as a resource. This land is used for crops and the grazing of animals.	Best and Most Versatile (BMV) agricultural land is defined as Classes 1,2 and 3a. Natural England's Provisional Agricultural Land Classification map record the site as being Grade 3. It is not clear, therefore, whether or not BMV would be affected. Generally speaking, 20 or more hectares is generally considered to be significant, the term use in the NPPF. This is more than the proposed site. Therefore, if the site was to be assumed as all being Grade 3a (and it might not), the loss would not be significant. The NPPF advises that it is necessary to consider the loss of agricultural land against other policy considerations. In this instance the loss of agricultural land has to be weighed against the need for new housing.	No change	63, 81, 86, 96, 250, 251, 362, 363, 399, 511, 513, 521, 532, 591, 599, 640	Neil Riley, Neil Jefferies, Claire Caulfield, Alex Carr, Roy Williams, Elaine Williams, Susan Beech, John Beech, Alexandra Derbyshire, Nigel Chapman, Kirtsy Marriott, Gayle Baker, Phillip Collings, Jessica Curtis, Trevor Armston, Felix Bass
Loss of our natural habitat, biodiversity, ecosystems, wildlife, flora, fauna, ancient hedgerows, woodlands, trees and ponds.	Other policies of the plan include specific requirements to support wildlife and habitats, including securing biodiversity net gain	No change	81, 97, 98, 250, 251, 267, 286, 297, 298, 362, 363, 366, 378, 397, 398, 399,	Neil Jefferies, Shirley Brotherhood, Lindsey Sawbridge, Roy

<p>Representations have identified a range of species being present, including Birds of Prey, mammals, amphibians.</p>	<p>improvements in accordance with national requirements and to retain and enhance existing trees and hedgerows within and on the boundaries of the site.</p>		<p>407, 490, 505, 507, 511, 513, 514, 519, 520, 522, 529, 530, 532, 533, 537, 547, 552, 556, 559, 564, 566, 570, 572, 575, 576, 577, 579, 582, 585, 588, 591, 599, 603, 608, 609, 610, 611, 620, 628, 642, 644, 648, 649</p>	<p>Williams, Elaine Williams, Iva Knapcikova, Chris Jobburn, John Fleming, Rhiannon Fleming, Susan Beech, John Beech, Jennifer Smith, Leanne Flude, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Angela Burr, T Taylor, Jonathan Harrison, Stephanie Barker, Nigel Chapman, Kirtsy Marriott, Karen Harrup, Maxwell Brooks, Ellie Leeland, Howard Baker, John Dunncliffe, Eileen Turrell, Phillip Collings, John Turner, Sue Clarke, Margaret Turner, Julie Kinton, Christine Jarmin,</p>
--	---	--	--	---

				Stephen Foxall, Michelle McNally, Emma Pearson, Gaynor Armston, Joyce Black, Nicola Pickering, Kathleen Ingall, Richard Pickering, Matthew Turner, Emma Goode, J Lewis, Lisa Webster, Jessica Curtis, Trevor Armston, Trevor McNally, David Gubb, John Perry, Gail Perry, Liam Perry, Sarah Fielding, Sandra McNally, Stuart Flude, Talyor Flude, Graham Bass, Christopher Nedza
Loss of, and access to, green open space/recreational space. A free facility that that is used by a variety of users, of all ages.  The loss of this resource would be detrimental to people's physical and mental health. The loss of green	Whilst there is some public access across the site via public footpaths, the majority of the land is not publicly accessible. Any development will need to incorporate any existing public footpaths and appropriate provision of new	No change	75, 81, 86, 98, 201, 267, 286, 297, 298, 362, 363, 395, 408, 490, 393, 511, 513, 520, 533, 537, 546, 547, 548, 556, 559,	Mr R & Mrs J Hopkins ,Neil Jefferies, Claire Cauldfield, Lindsey Sawbridge, Susan White, Iva Knapcikova,

<p>spaces to development would be contrary to Local Plan policy which seek to address Health and Wellbeing of residents.</p> <p>Whitwick Parish would be left with no green space.</p> <p>The provision of green spaces within a future housing development would not be a substitute for this valued resource.</p>	<p>paths and greenspaces. This will benefit not only residents of the new development, but also residents from nearby areas.</p>		<p>582, 588, 599, 600, 604, 620, 649, 654</p>	<p>Chris Jobburn, John Fleming, Rhiannon Fleming, Susan Beech, John Beech, Duncan White, Michael Reid, T Taylor, Jennifer Robertson, Nigel Chapman, Kirtsy Marriott, Ellie Leeland, Sue Clarke John Turner, Robert Ansiingh, Margaret Turner, Susan Ansigh, Christine Jarmin, Stephen Foxall, Emma Goode, Lisa Webster, Trevor Armston, Matthew Tredwell, David Gubb, Sarah Fielding, Christopher Nedza, Neil Hoult</p>
<p>Loss of land designated as/for National Forest</p>	<p>Other policies in the plan will require the provision for areas of tree planting as part any future development. This will contribute towards the</p>	<p>No change</p>	<p>81, 585</p>	<p>Neil Jefferies, J Lewis</p>



	National Forest, but also provide opportunities for biodiversity net gain.			
A preservation order should be put on C78 to protect the natural environment.	It is not clear what type of preservation order is envisaged.	No change	251	Elaine Williams
The character, biodiversity, geodiversity, cultural and industrial heritage of the area should be managed.	Other policies, for example policies in respect of the National Forest, the Charnwood Forest and biodiversity, require that new development takes account of these and other factors in the design of new developments.	No change	407	Angela Burr
<b>Loss of Green Wedge/Area of Separation</b>				
Land has previously been designated as Green Wedge and a Countryside Priority Area. A Green Wedge and/or Countryside designation should remain and not be developed on.  The allocation undermines previous work and opinions on the protection of our green spaces. Due consideration must be given to previous campaigns to protect and improve our green spaces.	The land in question was identified as Green Wedge in the Local Plan of 2002. However, in the adopted Local Plan, all of the land which comprises the Broad Location is identified as countryside. The land in question is more properly considered as countryside rather than as part of the Area of Separation, which superseded the Green Wedge. There is now a need to identify more land for housing development to meet future needs. This means some areas that are currently identified as	No change	81, 286, 298, 406, 649,654	Neil Jefferies, Chris Jobburn, Rhiannon Fleming, Jo Straw, Christopher Nedza, Neil Hoult

	countryside will need to allocated for development.			
<b>Highways and transport</b>				
<p>The highway network in the vicinity of the site is at capacity and will be unable to cope with the additional levels of traffic generated by new development. This will result in gridlock and congestion and also raises issues regarding safety, noise and air quality. sewage</p> <p>Specific concerns raised regarding Church Lane, School Lane, Spring Lane, Brooks Lane, Talbot Road and Thornborough Road.</p> <p>No comprehensive assessment appears to have been carried out for the suitability of highways access for this site, either on its own or in combination with other sites.</p> <p>More logical to concentrate development where there is easy access to major roads and/or bypasses.</p> <p>A suitable access cannot be provided for the site.</p>	<p>In its response to the consultation on the draft Local Plan, the County Highway authority has advised that the issue of access to this site should be considered in junction with the proposed site at Thornborough Road (C48). It is understood that the site promoter has agreed to do this.</p> <p>Further detailed transport modelling will be undertaken to inform the final version of the plan.</p>	No change	63, 75, 81, 86, 97, 201, 250, 251, 267, 286, 289, 297, 298, 337, 338, 355, 362, 363, 378, 393, 395, 397, 398, 399, 400, 402, 406, 409, 490, 491, 493, 494, 505, 507, 511, 514, 519, 521, 522, 529, 530, 532, 533, 544, 548, 549, 550, 551, 552, 556, 559, 563, 564, 572, 573, 574, 576, 577, 587, 579, 585, 591, 603, 615, 620, 623, 628, 642, 644, 649, 655	Neil Riley, Mr R & Mrs J Hopkins, Neil Jefferies, Claire Caulfield, Shirley Brotherhood, Susan White, Roy Williams, Elaine Williams, Iva Knapcikova, Chris Jobburn, Swannington Parish Council, John Fleming, Rhiannon Fleming, Deb Unwin, Richard Unwin, Joanne Lunn, Susan Beech, John Beech, Leanne Flude, Daniel Wagstaff, Duncan White, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Christine Jorgens, Whitwick Parish

				Council, Jo Straw, Andrew Palmer, T Taylor, Janet Shaw, Jennifer Robertson, Stuart Boam, Jonathan Harrison, Stephanie Barker, Nigel Chapman, Karen Harrup, Maxwell Brooks, Gayle Baker, Howard Baker, John Dunicliffe, Eileen Turrell, Phillip Collings, John Turner, Michael Owens, Susan Ansign, Pauline Price, John Price, Kenneth Neal, Julie Kinton, Christine Jarmin, Stephen Foxall, Phillip Hopkins, Joyce Black, Michelle McNally E A Wells, K A Wells, Kathleen Ingall, Richard Pickering,
--	--	--	--	--

				Ronald Ingall, Matthew Turner, J Lewis, Jessica Curtis, Trevor McNally, Amy Collis, Sarah Fielding, Carol Allen, Sandra McNally, Stuart Flude, Taylor Flude, Graham Bass, Christopher Nedza, Linda Houl
It remains unclear if safe and appropriate access can be achieved and will need more detailed assessment going forward if the broad area is to remain. Suggest that this site should be combined with site C48 (Land south of Church Lane) as it may help overcome some of the challenges relating to this site/location as it stands, particularly with regards to access arrangements.	At the time that the draft plan was prepared those sites that comprise the West of Whitwick Broad Location were being promoted separately from each other and the south of Church Lane site (C48). Since then, it has become apparent that the Church Lane site and most of the West of Whitwick Broad Location are largely in the control of one site promoter (Gladman Developments). As a result, there is now significant confidence that this site could be brought forward for development.	That the following be added to the list of requirements:  Co-ordinate development with land north of Church Lane (C48), particularly in respect of vehicular access and design and layout	341	<b>Leicestershire County Council</b>

	Whilst it still appropriate to maintain this site as a separate entity, it would be appropriate to ensure that and future development is co-ordinated with development of the site south of Church Lane (C48)			
A number of Public Rights of Way will be affected.  Clarification is needed on how these Rights of Way would be retained.	The draft policy requires that existing public rights of way N34, N36, O14 and O15 which cross the site are retained and enhanced, so ensuing that they are accessible to local residents. They will also maintain access to the wider countryside	No change	63, 81, 86, 192, 362, 363, 511, 556	Neil Riley, Neil Jefferies, Claire Caulfield, Leicestershire Access Forum, Susan Beech, John Beech, Nigel Chapman, Maxwell Brooks, Christine Jarmin
The local bus services do not serve the area very well. There is no bus service to the centre of Whitwick.  Buses also struggle to get through the village due to traffic levels and parked cars.  There are difficulties in improving the public transport.	A number of bus services currently pass along Brooks Lane, including direct services to Coalville Town Centre, Loughborough, Leicester, East Midlands Airport and Nottingham. The draft policy requires the provision of pedestrian routes through and within the site. It is considered that this could be strengthened to include reference to providing direct links to Brooks Lane in order to provide a direct access to the bus routes.	That an additional requirement be included to provide direct pedestrian links to Brooks Lane	409, 519, 556, 573, 574	Andrew Palmer, Maxwell Brooks, Christine Jarmin, E A Wells, K A Wells

Leicester City Council have been awarded funds following the cancellation of HS2. Rather than providing bus lanes, cycle lanes and traffic calming they should use the funds to open the Leicester to Burton railway line to reduce congestion.	The potential to reopen the Leicester -Burton line is the subject of ongoing investigations. Reducing traffic congestion will require a number of different initiatives in addition to reopening the railway line.	No change	654	Neil Hoults
<b>Parking</b>				
The Co-op stores in the area do not have adequate parking for customers.	This is not an issue that can be addressed as part of the Local Plan.	No change	409	Andrew Palmer
New developments rarely provide adequate parking resulting in further on street parking.  Parking would be an issue as there is nowhere to park in the area.	The requirements for parking provision are established by Leicestershire County Council as the Highway Authority. These require a minimum of 2 spaces per dwelling, with 3 for properties with 4 or more bedrooms.	No change	640, 648	Felix Bass, Graham Bass
<b>Flooding</b>				
The area regularly floods, particularly during periods of heavy rainfall. A stream runs through the site and is known to flood and the land doesn't drain well and the fields retain a lot of flood water. There are problems with water run-off. It will increase flood risk on the Grace Dieu Brook which already floods in heavy rains.  Additional built development will exacerbate flooding issues, with a reduction in natural drainage, leading to an increase flood risk within and	Proposed draft policy AP7 seeks to direct development to areas at least risk of flooding. The site is located within Flood Zone 1, which is the lowest risk area for flooding. The Strategic Flood Risk Assessment (SFRA) for the Local Plan confirms that the site satisfies the Sequential Test. The SFRA also identifies that the site is within area with low permeability. However,	No change	63, 75, 81, 96, 97, 250, 251, 286, 297, 298, 337, 338, 362, 363, 366, 378, 393, 397, 398, 399, 402, 406, 407, 489, 507, 519, 532, 551, 552, 556, 564, 570, 579, 582, 591, 599, 603, 609, 610, 611, 616, 617, 620,	Neil Riley, Mr R & Mrs J Hopkins, Neil Jefferies, Alex Carr, Shirley Brotherhood, Roy Williams, Elaine Williams, Chris Jobburn, John Fleming, Rhiannon Fleming, Deb Unwin, Richard Unwin, Susan

<p>close to the site, including on Thornborough Road, Talbot Lane and Church Lane. Local watercourses will be unable to cope exacerbated by the ground being impermeable clay. It will also increase pollution in watercourses.</p>	<p>the draft policy includes a requirement for the incorporation Sustainable Urban Drainage Systems in order to manage surface water runoff, for example by holding water on site and releasing it at a rate equivalent to a greenfield site.</p> <p>The Lead Local Flood Authority has not raised an objection.</p>		<p>640, 642, 644, 648</p>	<p>Beech, John Beech, Jennifer Smith, Leanne Flude, Daniel Wagstaff, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Whitwick Parish Council, Jo Straw, Angela Burr, Andy Butler, Stephanie Barker, Maxwell Brooks, Phillip Collings, Kenneth Neal, Julie Kinton, Christine Jarmin, Michelle McNally, Gaynor Armston, Matthew Turner, Emma Goode, Jessica Curtis, Trevor Armston, Trevor McNally. John Perry, Gail Perry, Liam Perry, Verity Cave, Aaron Cave, Sarah</p>
---	--	--	---------------------------	--

				Fielding, Felix Bass, Stuart Flude, Taylor Flude, Graham Bass
Potential homeowners will not be able to get their properties insured due to water being so close. Both the council and builders could be sued if land is developed.	The is not a planning issue.	No change	96	Alex Carr
Site has an ordinary watercourse running through it.	Noted	No change	404	<b>The Environment Agency</b>
<b>Subsidence/Mining land</b>				
The area is subject to the presence of mining tunnels and shafts. There is the potential for further subsidence and danger. Who would pay for properties affected by subsidence?	The Coal Authority has not identified any issues in respect of land stability with this site in its response.  Any prospective developer will need to satisfy themselves in respect of any land stability issues.	No change	250, 251, 362, 363, 366, 513, 519, 556, 599, 402, 640, 648	Roy Williams, Elaine Williams, Susan Beech, John Beech, Jennifer Smith, Kirtsy Marriott, Maxwell Brooks, Christine Jarmin, Trevor Armston, Whitwick Parish Council, Felix Bass, Graham Bass
One of the developments would be built on the fault which surely should not be allowed.	There are no known reasons as to why development along the line of the Thringstone fault would not be appropriate.	No change	616	Verity Cave



	<p>The Coal Authority has not identified any issues in respect of land stability with this site in its response.</p> <p>Any prospective developer will need to satisfy themselves in respect of any land stability issues.</p>			
<b>Heritage</b>				
Land has some archaeological interest, including Romand finds and past mining works.	The Council is not aware of any specific interest that would preclude development.	No change	81	Neil Jefferies
It is not clear how the ridge and furrow earthworks field system has been considered in the site assessment work. Disagree with the Sustainability Appraisal outcome of neutral, as there would be some harm to non-designated heritage in NPPF terms. From the information available, it is not clear whether the site could be developed or delivered in the way the Council anticipates.	The site promoters have been alerted to this issue and it is understood that they are undertaking work to assess and understand the potential impact on heritage issues. The Council will keep the matter under review. The requirements in respect of this site could be strengthened in terms of heritage matters through the inclusion of an additional requirement.	<p>Add the following requirement to the policy:</p> <p>A Heritage Assessment which will identify the heritage assets both on and beyond the site which may be impacted, their significance, including the significance derived from setting, and how it is proposed to mitigate any impact.</p>	357	<b>Historic England</b>
<b>Infrastructure</b>				
Concerns raised in respect of the negative impact and strain on local infrastructure and amenities (e.g. Schools, healthcare facilities, shops, road, utilities, policing).	The need to contribute towards the cost of additional infrastructure is recognised in the draft policy. A draft Infrastructure Delivery Plan identifies that this site will be	No change	201, 251, 298, 362, 363, 366, 393, 398, 400, 406, 407, 408, 492, 493, 494, 505, 511, 513, 519, 529, 530,	Susan White, Elaine Williams, Rhiannon Fleming, Susan Beech, John Beech, Jennifer

<p>There is a lack of infrastructure to support the scale of development, and the infrastructure would not be able to cope.</p> <p>Existing infrastructure and amenities are already under pressure and development would exacerbate this problem, resulting in facilities being more difficult to access. No details are provided as to what infrastructure will be provided.</p> <p>It is unclear what infrastructure would be provided and considerable expenditure would be needed to provide new infrastructure.</p> <p>Investment is needed in infrastructure before homes are even built.</p>	<p>required to contribute towards the provision of:</p> <ul style="list-style-type: none"> <li>• Primary education;</li> <li>• Secondary education;</li> <li>• Healthcare;</li> <li>• Policing and</li> <li>• A variety of Green Infrastructure</li> </ul> <p>The exact level of contributions required from this site will need to be determined as part of future work.</p> <p>Further work will be undertaken to address what contributions are required in respect of transport (including public transport), as well as any impact upon viability of development.</p>		<p>532, 533, 544, 547, 556, 559, 564, 570, 572, 573, 575, 576, 582, 585, 591, 599, 603, 604, 609, 610, 611, 628, 649, 654</p>	<p>Smith, Daniel Wagstaff, Richard Derbyshire, Christine Jorgens, Jo Straw, Angela Burr, Michael Reid, Adele Woods, Jennifer Robertson, Stuart Boam, Jonathon Harrison, Nigel Chapman, Kirtsy Marriott, Maxwell Brooks, John Dunicliffe, Eileen Turrell, Phillip Collings, John Turner, Michael Owens, Margaret Turner, Christine Jarmin, Stephen Foxall, Michelle McNally, Gaynor Armston, Joyce Black, E A Wells, Nicola Pickering, Kathleen Ingall, Emma Goode, J Lewis, Jessica Curtis, Trevor Armston, Trevor</p>
--	--	--	---	--

				McNally, Graham Hibberd, John Perry, Gail Perry, Liam Perry, Sandra McNally, Christopher Nedza, Neil Hoult
<p>Schools do not have available capacity for the existing population.</p> <p>There is a lack of, and need for, SEN Support, free nursery places, childcare and pre-school facilities.</p> <p>Secondary schools are over 2 miles away.</p> <p>Development would require a new primary and secondary school to be built.</p> <p>Highly likely developers will provide new school facilities.</p>	<p>The draft Infrastructure Delivery Plan identifies that this site will be required to contribute towards the provision of primary and secondary education. There may also be a need to contribute towards Special Education Needs and also early years provision, subject to the specific needs arising from the development. This is reflected in the draft policy for this site.</p>	No change	81, 97, 250, 251, 286, 362, 363, 366, 378, 393, 397, 513, 519, 520, 532, 534, 548, 556, 559, 564, 572, 575, 577, 578, 582, 588, 609, 610, 611, 616, 620, 640, 642, 644, 648	<p>Neil Jefferies, Shirley Brotherhood, Roy Williams, Elaine Williams, Chris Jobburn, Susan Beech, John Beech, Jennifer Smith, Leanne Flude, Daniel Wagstaff, Pat McReynolds, Kirtsy Marriott, Maxwell Brooks, Ellie Leeland, Phillip Collings, Andrew Carter, Susan Ansigh, Christine, Jarmin, Stephen Foxall, Michelle McNally, Joyce Black , Nicola Pickering, Richard Pickering,</p>

				Ronald Ingall, Emma Goode, Lisa Webster, John Perry, Gail Perry, Liam Perry, Verity Cave, Sarah Fielding, Felix Bass, Stuart Flude, Taylor Flude, Graham Bass
<p>Existing health facilities (e.g. GP surgeries and doctors, dentists, pharmacies, emergency services) do not have available capacity for the existing population. These services are already oversubscribed, and it is difficult to get an appointment.</p> <p>Inadequate health facilities and capacity to support the scale of development proposed. Additional development would exacerbate the existing problems experienced.</p>	<p>The draft Infrastructure Delivery Plan identifies that this site will be required to contribute towards the provision of additional healthcare. This is also reflected in the draft policy for this site.</p>	No change	81, 97, 250, 286, 362, 363, 366, 378, 393, 397, 398, 399, 513, 519, 522, 534, 546, 550, 551, 552, 556, 559, 564, 572, 573, 575, 577, 578, 582, 588, 616, 617, 620, 640, 642, 644, 648	<p>Neil Jefferies, Shirley Brotherhood, Roy Williams, Chris Jobburn, Susan Beech, John Beech, Jennifer Smith, Leanne Flude, Daniel Wagstaff, Pat McReynolds, Richard Derbyshire, Alexandra Derbyshire, Kirtsy Marriott, Maxwell Brooks, Howard Baker, Andrew Carter, Robert Ansiingh, John Price, Kenneth Neal, Julie Kinton,</p>

				Christine Jarmin, Stephen Foxall, Michelle McNally, Joyce Black, E A Wells, Nicola Pickering, Richard Pickering, Ronald Ingall, Emma Goode, Lisa Webster, Verity Cave, Aaron Cave, Sarh Fielding, Felix Bass, Stuart Flude, Taylor Flude, Graham Bass
There is a lack of entertainment facilities and jobs for new residents.	The plan identifies land for future employment development which will provide more job opportunities. The Council is setting out plans for regeneration of the Coalville Town Centre, which includes new entertainment facilities.	No change	97	Shirley Brotherhood
Sewage Treatment Works on Snarrows Lane is at capacity and overstretched.  There is only one sewer covering all of Whitwick and this cannot cope, resulting in flooding problems.	The draft Infrastructure Delivery Plan notes that Severn Trent Water has indicated that schemes will come forward within the Asset Management Plan 8 period (2025-2030) to address capacity constraints	No change	201, 250, 362, 363,398, 400, 402, 489, 588	Susan White, Roy Williams, Susan Beech, John Beech, Christine Jorgens, Whitwick Parish Council, Andy

	<p>at Snarrows Wastewater Treatment Works.</p> <p>Any future development will need to ensure that adequate provision is made for drainage of sewage.</p>			Butler, Lisa Webster
<b>Impact on local residents and residential amenity.</b>				
<p>Negative impact on residential amenity and quality of life of existing residents. Factors contributing to this issue include the scale of development proposed, loss of green space and traffic congestion. Impacts include loss of light, privacy, overlooking, overshadowing, visual intrusion, outlook, loss of views from homes and of open fields, noise pollution, disturbance and smell and contributing to climate change and affecting human health.</p> <p>Some have raised questions on how adverse impacts would be mitigated.</p> <p>The allocation produces no benefits for existing neighbourhoods and residents.</p>	<p>The Local Plan has to ensure that sufficient housing provision is made to meet the future needs of the district. However, these have to be balanced against the impact of development on existing communities. The issues listed are largely matters which will depend upon the design of a development. Draft Policy AP2 addresses the potential impact of all new development on the amenity of existing residents and would be applied to any subsequent planning application for development on the site.</p>	No change	63, 75, 86, 98, 267, 286, 298, 362, 363, 393, 393, 395, 514, 519, 552, 559, 566, 603, 604, 623, 649	Neil Riley, Mr R & Mrs J Hopkins, Claire Caulfield, Lindsey Sawbridge, Iva Knapcikova, Chris Jobburn, Rhiannon Fleming, Susan Beech, John Beech, Daniel Wagstaff, Duncan White, Karen Harrup, Maxwell Brooks, Julie Kinton, Stephen Foxall, Emma Pearson, Graham Hibberd, Carol Allen, Christopher Nedza
Existing properties will be devalued.	The impact upon the price of existing properties is not a material planning consideration.	No change	286, 362, 363, 615	Chris Jobburn, Susan Beech, John Beech, Amy Collis

<p>Problems associated with construction including disruption, noise, dirt, air pollution and traffic.</p>	<p>Any future development will be subject to a range of planning conditions to ensure that any impact from construction is minimised as far as possible and consistent with other legal requirements.</p>	<p>No change</p>	<p>505, 519, 556</p>	<p>Jonathan Harrison, Maxwell Brooks, Christine Jarmin</p>
<p><b>Limits to Development Methodology</b></p>				
<p>The Methodology excludes areas of agricultural land, meadows, woodland, rivers and lakes and other greenfield land and other environmental spaces. However, this proposed allocation/extension to the limits to development includes these exclusions of agricultural land, meadows, rivers and greenfield land and will impact local wildlife.</p> <p>This 'broad locations for growth' should not be included in the Limits to Development Area.</p>	<p>In identifying sufficient land for development to meet the districts future needs, it will be necessary to allocate land that is currently in agricultural use and/or is a greenfield site. The plan seeks to strike a balance between identifying sufficient land to meet future housing needs, whilst also protecting the vast majority of land as countryside.</p>	<p>No change</p>	<p>63,563</p>	<p>Neil Riley, Phillip Hopkins</p>
<p><b>Other Issues</b></p>				
<p>The public consultation undertaken on these proposals has been inadequate and unmeaningful. Suggestions made include an extension of the consultation deadline and for individual letters to be sent to households.</p> <p>Too many consultation documents it is virtually impossible to know what is really going. People don't have the</p>	<p>The consultation was advertised via the Council's website, whilst all Parish Councils were made aware of the consultation as were any individuals who had previously asked to be notified of any consultations.</p>	<p>No change</p>	<p>63, 75, 86, 96, 294, 546</p>	<p>Neil Riley, Mr R &amp; Mrs J Hopkins, Claire Caulfield, Alex Carr, Peter Kimber, Robert Ansiingh</p>

time to navigate them or cannot understand them.				
Not everyone has access to the computers and impacts on residents' ability to be involved in the consultation to meet deadlines.	Copies of the draft Local Plan were available to view in public libraries and also at the Council's Customer Services centre in the Belvoir Centre, Coalville, where officers were also present on a number of occasions. In addition, a number of drop-in events were held throughout the district.	No change	400	Christine Jorgens
NWLDC should give due time, consideration and acknowledgement to all residents. The planning committee should be scrutinised.	The Council is required to have regard to comments made in response to any consultation.	No change	407	Angela Burr
Will the decision makers financially gain from these proposals?	The Council is required to make a judgement based on the merits of a proposal from a planning point of view. This requires having regard to the need to mitigate the impact of any development upon infrastructure such as roads, schools and GPs. Legislation requires that any requirements are necessary to make a development acceptable in planning terms.	No change	98,395	Lindsey Sawbridge, Duncan White
Object to the Council's proposed bin scheme. It is expensive, and the current system is fine.	This is not relevant to the Local Plan	No change	400	Christine Jorgens
Support the rigorous control to be put in place to ensure promoters work	Noted	No change	563	Phillip Hopkins



collaboratively and a comprehensive is established.				
No timeline is given for this development nor any details how the development will be laid out. Multiple landowners with no cohesive plan proposed.	It is understood that most the land is now controlled by a site promote. Details as to the design and layout of any future development are largely matters for a planning application.	No change	532	Phillip Collings



**APPENDIX K**

**CONSULTATION RESPONSES TO FORMER HERMITAGE LEISURE CENTRE, SILVER STREET, WHITWICK (C92)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C92</b>	<b>SITE NAME: FORMER HERMITAGE LEISURE CENTRE</b>
----------------	-------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
It is likely that Sport England will object unless compensatory provision is made elsewhere.	See response to Sport England comments.	No change	116	Strategic Land Group
The proposed allocation includes part of the Hermitage Recreation Ground and so development would result in the loss of part of the playing field, contrary to the National Planning Policy Framework. As no exceptional circumstances have been demonstrated to justify this loss, an objection is raised.	<p>As shown on the policies map, a small area of playing field adjoining the car park is included in the site proposed for housing. In order to be consistent with national policy this part of the site which measures about 0.05 Ha needs to be removed from the site.</p> <p>In addition to the above, the site area included a small, grassed area to the north-east corner of the former building. In subsequent correspondence with Sport England they advised that there would need to be a justification provided that this land fell within the criteria in exception 3 of Sport England's Playing Fields</p>	That the boundary of the site be amended to remove the area of playing field adjoining the former car park.	143	Sport England

	<p>Policy. Exception 3 allows developments which affects only land incapable of forming part of a playing pitch and does not:</p> <ul style="list-style-type: none"> <li>• <i>reduce the size of any playing pitch;</i></li> <li>• <i>result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas);</i></li> <li>• <i>reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality;</i></li> <li>• <i>result in the loss of other sporting provision or ancillary facilities on the site; or</i></li> <li>• <i>prejudice the use of any remaining areas of playing field on the site.</i></li> </ul> <p>In this instance, it is considered that the land in question would comprise exception 3 land. It was never included as part of any formal recreation space, but rather formed part of the</p>			
--	--	--	--	--

	<p>grassed are around the building.</p> <p>Sport England have been contacted in respect of the above, but to date no response has been received.</p>			
<p>Concerned about the loss of car parking which is used by local residents, particularly as there are double yellow lines along Silver Street. Where will cars relocate to? The loss of car parking could result in people parking in places they shouldn't. Furthermore, this hazard will be compounded by the increase in through traffic accessing the planned housing. Understand the requirement to develop brownfield sites and build new housing stock, but this should not be to the detriment to the existing community especially Silver Street and the adjoining roads.</p>	<p>The proposed housing site excludes an area of car parking immediately to the left of the former entrance. This is to be retained as car parking and includes about 50 car parking spaces which will remain available for use.</p> <p>The former leisure centre attracted a significant number of vehicles 7 days a week, all year round. Leicestershire county Council as highway authority has not objected to the proposed redevelopment on highway grounds.</p>	No change	252	Kathryn Pearce
<p>No concerns from either waste safeguarding or highways raised.</p>	Noted	No change	341	Leicestershire County Council
<p>Concerned at loss of car parking which was provided for residents due to lack of on road parking. Originally advised that site would be use for a few bungalows for old people, but now for 32 homes, which cannot be allocated</p>	<p>The proposed housing site excludes an area of car parking immediately to the left of the former entrance. This is to be retained as car parking and includes about</p>	No change	402	Whitwick Parish Council

to old people. Leisure Centre was designated as a community asset.	50 car parking spaces which will remain available for use.  The details of any future development, including the type of homes to be built, have yet to be determined.			
The site lies with Flood Zone 1. The western edge of site appears to be underlain by a historic landfill.	Noted	No change	404	The Environment Agency
There is not sufficient infrastructure to cope with the huge, proposed housing number for this and other sites in Whitwick. The allocation of any housing proposed for Whitwick should be sustainable, in line with local need and proportional. This is not proportional or with local need.	The proposed site comprises previously developed land. Redevelopment is consistent with the aims of government policy.  The draft policy requires that contributions be made towards the enhancement of infrastructure, including education and health facilities.	No change	406	Jo Straw
More development will increase flood risk as land can no longer absorb rainfall. It will also increase demand for school places and GP practices.	Other policies in the draft plan require the provision of Sustainable Urban Drainage Systems to manage surface water run-off. The draft policy requires that contributions be made towards the enhancement of infrastructure, including education and health facilities.	No change	407	Angela Burr

<p>Concerned about volume of traffic in Whitwick already, more development will make this worse. The local shops and infrastructure do not have the parking facilities to accommodate more residents. The entire area is saturated with houses, it really cannot take many more.</p>	<p>Leicestershire county Council as highway authority has not objected to the proposed redevelopment on highway grounds. The former use as a leisure centre attracted a significant amount of traffic, 7 days a week. The impact from housing will be less???</p> <p>The draft policy requires that contributions be made towards the enhancement of infrastructure.</p>	<p>No change</p>	<p>409</p>	<p>Andrew Palmer</p>
--	--	------------------	------------	----------------------



**APPENDIX L**  
**CONSULTATION RESPONSES TO COALVILLE TOWN CENTRE REGENERATION**  
**SITES**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER:</b>	<b>SITE NAME: COALVILLE TOWN CENTRE</b>
----------------	---------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
Other than one site off Needham's Walk, no specific sites have been identified, so in effect this is a windfall allowance. The National Planning Policy Framework requires that there needs to be compelling evidence for such sites to be included.	It is recognised that more work needs to be undertaken to establish exact numbers and sites by the time that Council is asked to agree a Regulation 19 plan.	No change	116	Strategic Land Group
The Council has been through a comprehensive site assessment process. The sites that make up the 200 dwellings allowance have already been discounted as not being available, suitable developable or deliverable or they would have been put forward as proposed allocations previously. To ascribe a yield of 200 to a search which have not yielded anything is more than speculative and little more than wishful thinking.	It is recognised that more work needs to be undertaken to establish exact numbers and sites by the time that Council is asked to agree a Regulation 19 plan.	No change	182	Boyer Planning o/b/o Redrow Homes
It is not clear as to whether sites at Wolsey Road and Needhams Walk which benefit from planning permission form part of the 200 dwellings assumed from such sites. This will need to be made clear at Regulation 19 stage, whilst sites with planning	The site at Wolsey Road is included as a commitment. That at Needhams Walk is not, so this is part of the 200 dwellings allowance.	No change	243	Avison Young o/b/o Jelsons

permission need to be included in a trajectory.				
---	--	--	--	--

This page is intentionally left blank

**APPENDIX M**  
**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND OFF**  
**THORNBOROUGH ROAD (C18)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C18</b>	<b>SITE NAME: LAND EAST OF THORNBOROUGH ROAD COALVILLE</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Promote land to the east of Thornborough Road for residential development (SHELAA reference C18). The Site is circa 17 hectares (42 acres) with a net developable area of circa 10.1 hectares (25 acres) and could deliver circa up to 400 dwellings.</p> <p>The Site is under option to David Wilson Homes and offers an immediate development opportunity which could be delivered within the next 5 years.</p> <p>Draft Policy S2 – Settlement Hierarchy (Strategic Policy) recognises that Coalville Urban Area is ‘the primary settlement within the District’.</p> <p>The Site is located within the Area of Separation (AoS) (Policy EN5) between Coalville and Whitwick. This is a local designation. As part of the promotion of the site landscape advice will be sought and it is considered development can be focused on areas</p>	<p>For the reasons set in the Committee report (paragraph 7.46), it is considered that an area of land to the rear of the Whitwick and Coalville Leisure Centre should be allocated for housing. However, for the reasons set out at paragraph 7.54 of the Committee report it is considered that it would not be appropriate to allocate any further land to the east of Thornborough Road.</p>	<p>That land off Thornborough Road (C18) (see Appendix V) be proposed to be allocated for around 105 dwellings in the Regulation 19 version of the plan.</p>	150	Savills

which play a limited role in separating Coalville and Whitwick. It is also considered that landscape buffers and planting could be proposed in order to retain separation between the settlements.

The possible need for development in the AoS was recognised at paragraph 5.30 in the report to the NWLDC Local Plan Committee on 17th January 2024 that due to a shortfall of dwellings identified in the Coalville Urban Area that the allocation of sites within the AoS should be considered.

--

--

--

--





**APPENDIX N**

**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND OFF TORRINGTON  
AVENUE/HALL LANE, WHITWICK (C19A)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C19a</b>	<b>SITE NAME: LAND OFF TORRINGTON AVENUE /HALL LANE, WHITWICK</b>
----------------	--------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Criticise methodology used to assess sites, noting that not all sites have been assessed whilst some, including their own site, have been incorrectly assessed in terms of geographical extent. Furthermore, the proposed approach fails to give proper weight to the significance of outcomes in the SA and does not appear to have compared sites between different levels of the hierarchy. The approach fails to explore exhaustively allocating sites in more sustainable higher order locations. As a result, the approach is considered not to be a balanced or thorough assessment of available sites as required by the NPPF. Moreover, the proposed approach results in less land being allocated in the Principal Town than required in the spatial strategy.</p> <p>The current approach to identifying policy requirements, does not take into account the implications for site capacity, viability or deliverability of requiring 10% biodiversity net gain.</p>	<p>For the reasons set in the Committee report (paragraphs 7.42), it is considered that it would be appropriate to allocate this site. However, the County Highway Authority have concerns regarding a single point of access from Torrington Avenue. Instead, it is suggested that it would be "more appropriate to access via the Stephenson Way element of C19". Therefore, any allocation would need to be subject to a requirement to achieve this.</p> <p>The approach to calculating the potential contribution to housing numbers from individual sites, is based on an assumed density of</p>	<p>That land off Torrington Avenue/Hall Lane (see Appendix V) be proposed to be allocated for around 242 dwellings subject to being developed in conjunction with land off Stephenson Way Coalville (C19b) and:</p> <ul style="list-style-type: none"> <li>(A) Securing vehicular access from Stephenson Way through to Hall Lane; and</li> <li>(B) The remainder of the AoS north of the former mineral railway (excluding that occupied by Coalville Rugby Club) being retained as undeveloped land in perpetuity; and</li> <li>(C) The design of any development taking into account the proximity to Coalville</li> </ul>	243	Avison Young o/b/o Jelson Homes

<p>Question approach to calculating housing requirements, particularly in respect of Money Hill Ashby de la Zouch and also question whether an average of 294 dwellings each year will be delivered at South-East Coalville up to March 2031.</p> <p>Plan does not include a housing trajectory as required in the NPPF and nor is any information included to support assumptions made regarding deliverability and/or developability or timescales for development.</p> <p>Question assumptions made about a number of sites.</p> <p>Land Off Torrington Avenue Site of 5.5ha in a sustainable location with good access to services and facilities. Site is current part of Area of Separation whose purpose is to stop the coalescence of Coalville and Whitwick. A 2010 Settlement Fringe Analysis did not rule out some development, subject to some mitigation. The previous Local Plan Inspector did not rule out development at some future date in the event of</p>	<p>development. No evidence has been put forward to demonstrate that the assumptions made are incorrect. The build rate at South-East Coalville has increased significantly in recent years, with an average of 225 completions over the past four years and more areas are now coming forward.</p> <p>A housing trajectory will be required for the Regulation 19 plan.</p>	<p>Rugby Club such that there would be no adverse impact upon the operation of the Rugby Club consistent with the principle of the Agent of Change</p>		
---	--	--	--	--

increased development needs; that time is considered to be now. The current AoS study fails to assess the harm (if any) that would arise from development of this site. It is considered that some limited development at the edge of the AoS would allow for a new urban edge to be created. A masterplan has been prepared together with a Vision Document which shows that about 100 dwellings could be accommodated on the site whilst still maintaining separation between Coalville and Whitwick.

--

--

--

--



This page is intentionally left blank

**APPENDIX O**  
**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND OFF STEPHENSON**  
**WAY (C19B)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: 19</b>	<b>SITE NAME: STEPHENSON GREEN COALVILLE</b>
----------------	------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Site C19 is being promoted for housing development, particularly bearing in mind that it is located within an existing settlement. Note that the site has been subject to assessment within the Interim Sustainability Appraisal Report of Site Options (March 2023) and the Coalville Housing Site Proforma.</p> <p>Various comments were made regarding the Sustainability Appraisal</p> <p>Site C19 does not have a significant negative effect against SA2 as it remains perfectly accessible to community facilities via sustainable means of transport. To suggest otherwise is incorrect and inappropriately skews the assessment.</p>	<p>For the reasons set in the Committee report (paragraphs 7.52 to 7.58), it is considered that it would be appropriate to allocate this site.</p> <p>The County Highway Authority have commented that access should be provided from both the A511 (Stephenson Way) and Hall Lane. Therefore, any allocation would need to be subject to a requirement to achieve this in conjunction land off Torrington Avenue/Hall Lane.</p> <p>The Council's Sustainability Appraisal consultants have responded as follows.</p> <p>SA2: This is because of assumptions and SHELAA showing Coalville as beyond reasonable distance. Clear</p>	<p>That land off Stephenson Way (see Appendix V) be proposed to be allocated for around 700 dwellings subject to being developed in conjunction with land off Torrington Avenue/Hall Lane, Whitwick (C19a) and:</p> <p>(A) Securing vehicular access from Stephenson Way through to Hall Lane; and</p> <p>(B) The remainder of the AoS north of the former mineral railway (excluding that occupied by Coalville Rugby Club) being retained as undeveloped land in perpetuity; and</p> <p>The design of any development taking into account the proximity to Coalville</p>	195	Marrons o/b/o William Davis Homes Limited



<p>SA8 relates to reducing the need to travel and increasing the numbers of people walking, cycling or using the bus for their day-to-day travel needs. No explanation is provided to justify this score.</p> <p>SA13 relates to Landscape and a significant negative effect has been recorded. There is no explanation whatsoever within Table 4.1 as to why a significant negative effect has been recorded for this site. An Area of Separation designation does not relate to landscape or townscape quality, sensitivity or value given that Site C19 is, after all, located within the Limits to Development and surrounded by built form on all sides. To adjudge the landscape impacts of such a site coming forward for development as “significantly adverse” is plainly incorrect and cannot be substantiated.</p>	<p>mitigation is set out relating to this, which is not unreasonable given the A511 runs between the site and town centre. It is not possible to include the provision of a GP surgery on site, as the respondent points out that this will be dependent on final site yield.</p> <p>SA8: This is due to some facilities being within 'amber' walking distance from the site, as assessed by the client in SHELAA forms. No change proposed.</p> <p>SA13: Not PDL but within settlement boundary. Score is therefore in line with the assumptions. Should the site be taken forward, mitigation measures and policy would be taken into account in the assessment of an allocation and the residual score might be improved.</p>			
---	--	--	--	--

<p>SA14 relates to ensuring that land is used efficiently and effectively. Site C19 has been assessed as resulting in a significant negative effect in this regard, as have all site options which are not previously developed land and are over 1 hectare in size. This approach, however, ignores the fact that C19 is within the Limits to Development of the Coalville Urban Area as it is surrounded by built form. To put it on the same footing as greenfield land outside of and on the edge of existing settlements in respect of using land efficiently is perverse, particularly when the NPPF requires planning policies and decisions to give great weight to the benefits of using land within existing settlements for development.</p>	<p>SA14: Scoring is in line with assumptions. The loss of greenfield land will be permanent and irreversible. No change proposed.</p>			
<p>In terms of the site proforma it is noted that the site is assessed as being unlikely to provide opportunity to improve the Green Infrastructure Network. However, the area is of low biodiversity value and limited public access and recreational opportunities. Development could increase the value of this area in respect of both of these.</p>	<p>The points are noted. It is the case that development would erode a large area of undeveloped land. However, it does need to be recognised that development would provide an opportunity to enhance Green Infrastructure to some degree. Therefore, an amber score would be more appropriate.</p>			

<p>Object to the imposition of a restrictive designation such as an Area of Separation that prevents land within an existing and highly-sustainable settlement from coming forward to meet housing needs. A clear and convincing justification is required as part of the plan-making process. The NPPF does not provide a precedent for Area of Separation. The methodology used to assess the Area of Separation is considered to be flawed, for example because no weighting are attached to the criteria and the area largely comprises arable land which are broadly inaccessible.</p> <p>A report is submitted which assesses parts of the proposed AoS</p>	<p>The methodology used to assess and define the Area of Separation is considered to be robust. However, the desirability of maintaining the AoS has to be balanced against the need for new housing and for the Local Plan to be based on a sustainable pattern of development as required by the NPPF.</p>			
<p>Note that Public Rights of Way which cross the site will be potentially impacted</p>	<p>Noted</p>		<p>192</p>	<p>Leicestershire Local Access Forum</p>

This page is intentionally left blank

**APPENDIX P**  
**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND OFF KIRTON ROAD**  
**(C73)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C73</b>	<b>SITE NAME: LAND OFF KIRTON AVENUE</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Criticise methodology used to assess sites, noting that not all sites have been assessed whilst some, including their own site, have been incorrectly assessed in terms of geographical extent. Furthermore, the proposed approach fails to give proper weight to the significance of outcomes in the SA and does not appear to have compared sites between different levels of the hierarchy. The approach fails to explore exhaustively allocating sites in more sustainable higher order locations. As a result, the approach is considered not to be a balanced or thorough assessment of available sites as required by the NPPF. Moreover, the proposed approach results in less land being allocated in the Principal Town than required in the spatial strategy.</p> <p>The current approach to identifying policy requirements, does not take into account the implications for site capacity, viability or deliverability of requiring 10% biodiversity net gain.</p>	<p>All potential sites have now been assessed, including as part of the Sustainability Appraisal.</p> <p>This site scores similar to other sites in the Coalville Urban Area in terms of the Sustainability Appraisal. The comments regarding connectivity and impact on the countryside are noted. Notwithstanding these concerns, they are not considered to be sufficient to justify not allocating the site in view of the significant need for more land for housing.</p> <p>The approach to calculating the potential contribution to housing numbers from individual sites, is based on an assumed density of</p>	<p>Land at Kirton Road, Coalville (C73) be proposed to be allocated for around 170 dwellings in the Regulation 19 version of the plan.</p>	<p>243</p>	<p>Avison Young o/b/o Jelson Homes</p>

<p>Question approach to calculating housing requirements, particularly in respect of Money Hill Ashby de la Zouch and also question whether an average of 294 dwellings each year will be delivered at South-East Coalville up to March 2031.</p> <p>Plan does not include a housing trajectory as required in the NPPF and nor is any information included to support assumptions made regarding deliverability and/or developability or timescales for development.</p> <p>Question assumptions made about a number of sites.</p> <p>Land south of Kirton Road This site is of about 11.5ha and can be accessed via Kirton Road where Jelson control the ransom strip, so this is not a barrier to future development. Question the Council's assessment of the sites performance in respect of Green Infrastructure and Townscape, Landscape and Visual Sensitivity terms. It is suggested that there are significant opportunities to both improve and enhance the existing</p>	<p>development. No evidence has been put forward to demonstrate that the assumptions made are incorrect. The build rate at South-East Coalville has increased significantly in recent years, with an average of 225 completions over the past four years and more areas are now coming forward.</p> <p>A housing trajectory will be required for the Regulation 19 plan.</p>			
---	--	--	--	--

Green Infrastructure network. In terms of visual impact it is considered that the site would not encroach into the countryside causing harm to the rural backdrop as the site is already physically and visually detached from the wider countryside. The Council's assessment regarding connectivity is also questioned as the site adjoins the urban area and there are no gaps or intervening uses whilst pedestrian routes to existing development are no worse than is typical in such situations, including recent development at Citron Avenue.

--	--	--	--





This page is intentionally left blank

**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND OFF MEADOW  
LANE (C76)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C76</b>	<b>SITE NAME: MEADOW LANE, COALVILLE</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Promote site for about 400 dwellings. The representation includes a Vision Document and masterplan. This includes a proposal to provide a new link road from Meadow Lane to Leicester Road, thus removing the existing difficult junction.</p> <p>The site scored well in the Sustainability Appraisal and the site assessment process undertaken to inform the draft plan, particularly in terms of the connectivity of the site. This is recognised in the Site Assessment undertaken by the Council. For this reason, the site was initially proposed in the draft plan but was then removed at the Local Plan Committee meeting of 15 November 2023, which is objected to.</p> <p>The decision to remove this site means that insufficient provision is made in the plan. As a result, less development is proposed in the Principal Town than the Key Service Centres. There is a shortfall of around</p>	<p>This site was proposed as an allocation in the report to Local Plan Committee of 15 November 2023. However, the proposed allocation was not supported by the Committee.</p> <p>Noted</p> <p>The need to make further provision of land for housing is recognised and is addressed in the report.</p>	No change	182	Boyer Planning o/b/o Redrow East Midlands

<p>170 dwellings in the Coalville Urban Area and also district wide. Therefore, more development is required in the Coalville Urban Area.</p> <p>The reallocation of this site would allow for this shortfall to be met and would mean no further land within the Area of Separation need to be allocated for development.</p> <p>Refer to the suggested site requirements that were included in the report to Local Plan Committee in November 2023. Redrow Homes are able to address all of the requirements.</p> <p>Also have concerns about other sites proposed in the draft plan.</p>	<p>The increased need for more housing as a result of a longer plan period means that there will still be a need to allocate land in the Area of Separation, even if this site were to be allocated, albeit a lesser amount.</p> <p>Noted</p> <p>These are addressed under the specific sites.</p>			
---	--	--	--	--



**APPENDIX R**

**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND SOUTH OF THE  
GREEN/RICHMOND ROAD, DONINGTON LE HEATH (C90)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C90</b>	<b>SITE NAME: LAND SOUTH OF THE GREEN/RICHMOND ROAD DONINGTON LE HEATH</b>
----------------	-------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>Support the allocation of land south of The Green for up to 50 new homes. The site adjoins the Limits to Development and is available, achievable and deliverable with no ownership constraints. The site is not subject to any flooding issues and whilst a greenfield site, there are no contamination issues and there are no viability or deliverability issues. Furthermore, as a small to medium site, allocating it for development is consistent with the NPPF which recognises the importance of such sites to meeting future housing requirements. The submission includes a Vision statement and Masterplan illustrating how the site could be developed.</p>	<p>For reasons set out at paragraphs 7.18 to 7.21 of the main report it is considered that this site should be allocated for housing development.</p>	<p>That land south of The Green Donington le Heath (C90) be proposed to be allocated for around 62 dwellings in the Regulation 19 version of the plan.</p>	<p>221</p>	<p>Marrons o/b/o Williams Homes</p>



**APPENDIX S**

**CONSULTATION RESPONSES SEEKING ALLOCATION OF LAND SOUTH OF  
ASHBURTON ROAD, HUGGLESCOTE (C91)**

## RESPONSES TO PROPOSED ALLOCATIONS

<b>HOUSING</b>	<b>SITE NUMBER: C91</b>	<b>SITE NAME: LAND SOUTH OF ASHBURTON ROAD, HUGGLESCOTE</b>
----------------	-------------------------	---

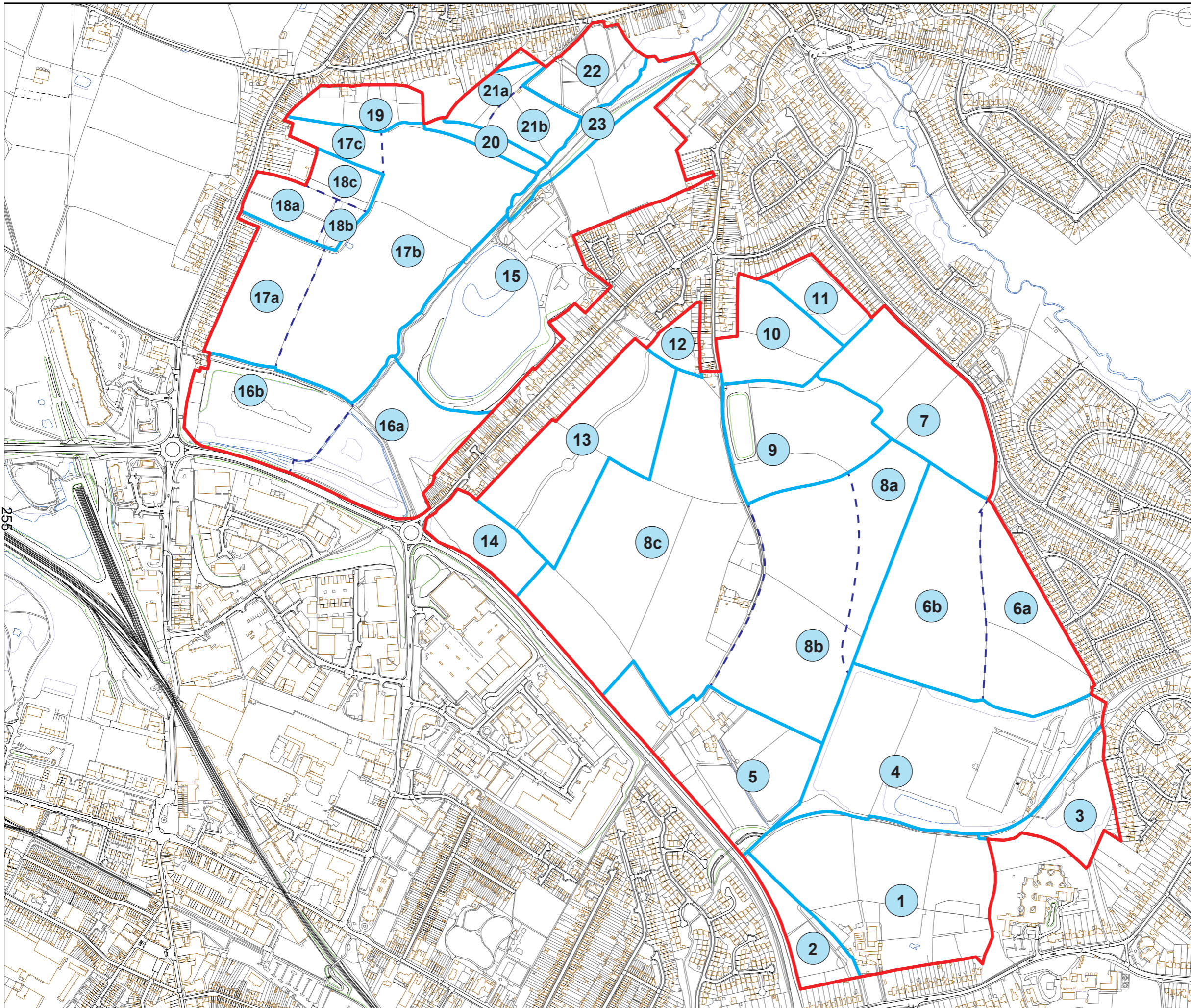
<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>This site is located within the Coalville Urban Area, within the Limits to Development and for approximately 50 affordable dwellings along with new public open space. This will not only provide affordable dwellings but will also address the fact that too few dwellings are directed to the Coalville Urban Area and the result is a less sustainable and a more dispersed pattern of growth. Given the advice of the NPPF and the Plan Objectives, we consider that the capacity of the Coalville Urban Area should be fully explored and suitable land released for development, in preference to sites outside of the Urban Area and in less than sustainable locations.</p> <p>The submission includes a Vision Document which sets out the merits of this site and how it can come forward to make a substantial contribution to meeting affordable housing need within the plan period.</p>	<p>The Council's Conservation Officer has advised that development of this site would harm the open and green setting of the Manor House and no means of avoiding this harm can be identified. It is also considered that the proposed development may harm views of the Church of St John the Baptist.</p> <p>Therefore, it is considered that allocation of this site for housing would not be appropriate.</p>	No change.	200	Marrons o/b/o MyPad






<b>Site Address</b>
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
C25 Farm Lane / Towns End Lane Donington le Heath
C42 Fretsom's Field, Lily Bank Thringstone
C44 Church Lane Whitwick
C45 Thornborough Road Allotments Coalville
C57 South of Loughborough Road Whitwick
C58 Adjoining 191 Loughborough Road Whitwick
C61 Church View, Rose Nursery Hugglescote
C63 Land at The City of Dan Whitwick
C64 R/O Hilary Crescent Whitwick
C65 Holy Hayes, Rosslyn Road Whitwick
C72 Rear of 224a-228 Bardon Road Coalville
C73 Land off Kirton Road Greenhill
C75 Land at Townsend Lane Donington le Heath
C76 Land off Meadow Lane Coalville
C79 Land off Townsend Lane Donington le Heath
C82 Greenhill Farm, Greenhill Road Greenhill
C85 Richmond Road Donington le Heath



This page is intentionally left blank



**Key**

-  Area of Separation
-  Land Unit / sub-division boundary / number
-  Subdivision Unit boundary

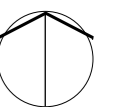
B18061 Area of Separation

**Overview of Land Units**

**Figure 09**

Scale: 1:7500 @ A3

October 2023



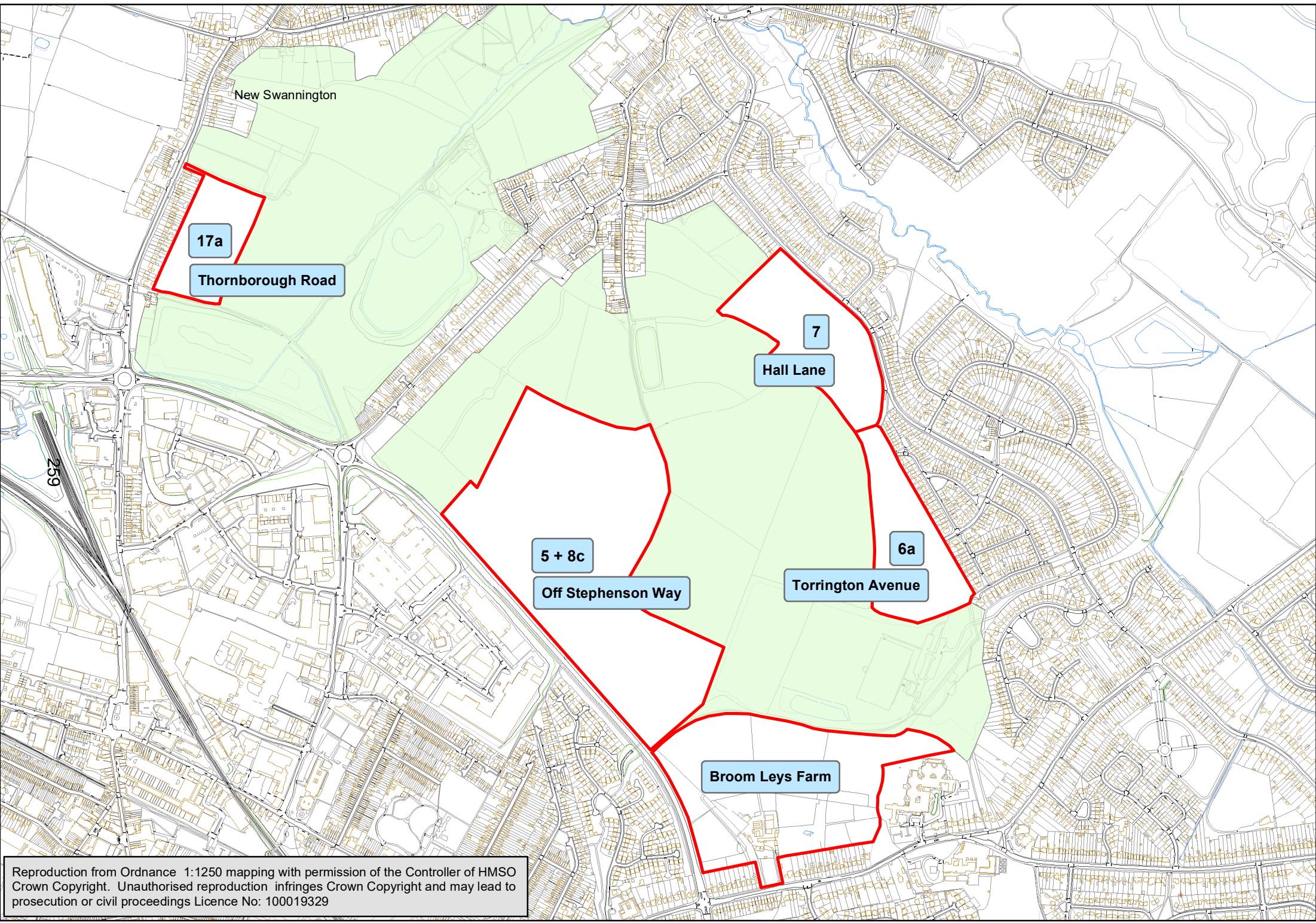
255

This page is intentionally left blank





This page is intentionally left blank



New Swannington

17a

Thornborough Road

7

Hall Lane

5 + 8c

Off Stephenson Way

6a

Torrington Avenue

Broom Leys Farm

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings Licence No: 100019329

This page is intentionally left blank

## NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

LOCAL PLAN COMMITTEE – MONDAY, 16 DECEMBER 2024



<b>Title of Report</b>	<b>LOCAL PLAN- PROPOSED EMPLOYMENT ALLOCATIONS: CONSIDERATION OF RESPONSES TO CONSULTATION</b>	
<b>Presented by</b>	Sarah Lee Principal Planning Policy Officer	
<b>Background Papers</b>	<a href="#">National Planning Policy Framework (December 2023)</a>  <a href="#">Draft Local Plan Consultation (February-March 2024)</a> for consultation documents and representations received. <a href="#">Report to Local Plan Committee – 13 November 2024</a>  <a href="#">Draft Local Plan site assessments</a>  <a href="#">Need for Employment Land Update Note (July 2024)</a>  <a href="#">Employment Topic Paper 2024</a>	<b>Public Report:</b> Yes
<b>Financial Implications</b>	Nothing specific arising from the report recommendations. The cost of the preparation of the Local Plan is met from existing budgets. <b>Signed off by the Section 151 Officer:</b> Yes	
<b>Legal Implications</b>	Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 requires the Council to take into account the representations it receives as it prepares the Local Plan. <b>Signed off by the Monitoring Officer:</b> Yes	
<b>Staffing and Corporate Implications</b>	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. <b>Signed off by the Head of Paid Service:</b> Yes	

<b>Purpose of Report</b>	<p>The report summarises and responds to the issues raised in the Regulation 18 consultation responses with respect to sites for employment. The report also sets out a proposed approach for dealing with the Freeport site in the Local Plan and puts forward strategic warehousing sites and locations to include in forthcoming transport modelling.</p>
<b>Recommendations</b>	<p><b>THAT LOCAL PLAN COMMITTEE AGREES:</b></p> <p><b>(i) SUBJECT TO THE OUTCOME OF FURTHER WORK INCLUDING TRANSPORT MODELLING, VIABILITY ASSESSMENT AND INFRASTRUCTURE REQUIREMENTS, THAT THE GENERAL NEEDS EMPLOYMENT SITES AND LOCATIONS IN TABLE 4 BE PROPOSED TO BE ALLOCATED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN.</b></p> <p><b>(ii) SUBJECT TO THE OUTCOME OF FURTHER WORK INCLUDING TRANSPORT MODELLING, VIABILITY ASSESSMENT AND INFRASTRUCTURE REQUIREMENTS AND PUBLIC CONSULTATION, THAT THE GENERAL NEEDS EMPLOYMENT SITES IN TABLE 5 BE PROPOSED TO BE ALLOCATED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</b></p> <p><b>(iii) THAT THE PROPOSED POLICY WORDING CHANGES INCLUDED IN APPENDIX A BE INCORPORATED IN THE REGULATION 19 VERSION LOCAL PLAN.</b></p> <p><b>(iv) THE BROAD APPROACH TO THE FREEPORT DESCRIBED IN PARAGRAPH 4.8.</b></p> <p><b>(v) THE STRATEGIC WAREHOUSING SITES AND LOCATIONS IN TABLE 7 FOR THE PURPOSES OF TRANSPORT MODELLING.</b></p>

## 1.0 INTRODUCTION

1.1 This report complements Item 1 on the agenda and deals with the matter of employment land for the new Local Plan. Its overarching purpose is to enable the Committee to make some key decisions so that the Local Plan can progress. The report deals with the following matters:

- Reports and responds to the representations about the proposed general needs employment sites received during the Regulation 18 Local Plan consultation (January to March 2024);
- Recommends the general needs employment sites to be included as allocations as part of the Regulation 19 plan, **subject to** the outcome from other evidence base work, including transport modelling, infrastructure

planning and viability assessment. Additionally, for two sites, agreement for public consultation is requested.

- Requests that specific policy wording changes are agreed.
- Reports and responds to the representations about the Potential Locations for Strategic Distribution received during the Regulation 18 consultation; and
- Recommends strategic warehousing locations to feed into the forthcoming transport modelling which is being undertaken as part of the evidence base for the plan.

## 2.0 BACKGROUND

2.1 The Proposed Housing and Employment Allocations consultation document (January 2024) included draft site allocations for general needs employment and two potential locations for strategic distribution. The volume of responses to each of the consultation sites/locations is shown in the table below.

**Table 1 – Number of responses**

EMP24 – East of Midland Road, Ellistown	13
EMP89 – West of Hilltop, Castle Donington	5
EMP73(part) – North of Derby Road, Kegworth	15
EMP73(part) – North of A453, Kegworth	16
EMP60 – Burton Road, Oakthorpe	5
IW1 – Isley Woodhouse new settlement	*205
EMP90(part) – South of East Midlands Airport	183
EMP82 – North of J11 A/M42	59

\* all representations, including non-employment related

2.2 Appended to the report are schedules which a) summarise the issues raised and who raised them and; b) provide an officer response. Where policy changes are merited, revised policy wording is shown in the schedule **in bold** and the Committee is asked to agree these suggested changes (general needs employment sites only).

- Appendix A deals with representations and responses to the general need employment sites.
- Appendix B covers representations and responses to the two potential locations for strategic distribution at Land south of the airport (EMP90) and Land north of J11 A/M42 (EMP82).

2.3 In the time since the Regulation 18 consultation document was being prepared, four additional employment sites have come forward for consideration. These new sites have been assessed in the same way as sites submitted earlier in the process. All the site assessments are published on the [New Local Plan – Site Assessment](#) webpage.

- **EMP94 – Heath Lodge, Tamworth Road, Appleby Magna** (2.29Ha). Uses could include strategic warehousing if this site was brought forward together with adjoining SHELAA sites. (Map in Appendix C)
- **EMP95 – Land off London Road, Kegworth** (2.2Ha). This site is being promoted for general needs employment. (Map in Appendix C)
- **EMP97 – Land south of Kegworth bypass** (64Ha). This site is being promoted for strategic warehousing. (Map in Appendix C)

- **EMP98 - Land north of Wood Lane and west of Ellistown Terrace Road, Ellistown/Batram** (16.4Ha). This site has been put forward for a mix of general needs employment and strategic warehousing. (Map in Appendix D)
- 2.4 An updated Sustainability Appraisal - Sites Assessment Findings Report incorporating the new sites is also available on the [website](#). In producing their report, the SA consultants have taken account of comments made in response to the consultation together with queries raised by officers. The findings of the SA have been taken into account in the preparation of this report and its recommendations.
- 2.5 The decisions the Committee took at its 13 November 2024 meeting are important context for the matters in this report. At that meeting the Committee agreed that a) provision be made for a minimum of 45.8ha of land for industrial/nonstrategic warehousing; and b) a working figure of 200-250 ha of land for strategic warehousing be used for the purposes of transport modelling.

### 3.0 GENERAL NEEDS EMPLOYMENT

- 3.1 The draft Local Plan consultation document identifies six sites for general needs employment. The issues raised in the representations for five of these sites and officers' responses are included in Appendix A. The sixth site is the new settlement at Isley Woodhouse (Policy IW1) which will include some employment land. As IW1 is a housing-led proposal, the representations to that site are dealt with in the accompanying report at Item 1 on this agenda.

The draft employment site policies included some requirements which could be adequately dealt with by one of the topic-based policies. It is now recommended that the following requirements be deleted from the general needs employment site policies as unnecessary duplication is contrary to paragraph 16 of the National Planning Policy Framework (NPPF). These changes, summarised below, are included in Appendix A.

- Criteria relating to Biodiversity Net Gain. This matter is adequately dealt with by draft Policy En1.
  - References to the River Mease catchment in favour of draft Policy En2.
  - The provision of surface water drainage schemes which is addressed in draft Policy AP8.
- 3.2 For three of the proposed employment sites, either the issues raised in the representations do not alter the view that the sites are suitable, or the matters can be addressed through policy amendments.

- **EMP60 – Land at Burton Road, Oakthorpe** (near Measham). Policy amendments are proposed to require a Minerals Assessment and to add a target for levels of surface water run-off. Whilst highways matters are not fully resolved, they are not currently expected to prevent the development of this site.
- **EMP73 (part) – Land north of Derby Road, Kegworth**. Policy amendments to recognise a) that the site is part of the gateway to the village; b) that the Derwent Valley Aqueduct runs under the site; and c) the need to consider the amenity of the future residents on the opposite site to the south of Derby Road which has planning permission.
- **EMP89 – Land west of Hilltop, Castle Donington**. The express requirement for 6,000sqm of offices is replaced with an increased capacity figure for industry/smaller scale warehousing. Criteria are added to confirm that a)



office uses will be supported provided a sequential test is satisfied; and b) the scheme's design respects Hill Top Farmhouse and its wider setting.

- 3.3 The other three sites included in the Regulation 18 consultation plan are discussed below.
- 3.4 **Isley Woodhouse (IW1)**. Although there were many representations to the proposed new settlement, there were no substantive comments specifically on the employment land aspects.
- 3.5 The expectation is that the new settlement will include approximately 23,000sqm of industry/warehousing floorspace when complete. The draft plan anticipated that some 4,600sqm of this would be built by 2040. In the meantime, officers have taken a more cautious view of when construction of the residential parts of the new settlement will start. The site's promoters are nonetheless optimistic that all the employment floorspace will be built out by 2042, the new end date for the plan. This is ambitious but feasible. With the employment land fronting onto the A453, they anticipate that it will be brought forward in the early phases of the development.
- 3.6 For the time being, it is considered that a more cautious approach is required. The assumption is that some 10,000sqm will be completed by the end of the plan period. This will be kept under review.
- 3.7 **Land north of Remembrance Way, Kegworth (EMP73 (part))** was put forward as a general needs employment site in the draft Local Plan consultation. In view of the site's location, and anticipating an increasing need for strategic warehousing, it is now considered that this site could be suitable for strategic-scale B8. This is discussed in more detail in the next section of this report. That aside, policy amendments are proposed to exclude the northern portion of the site from development due to flood risk and to recognise that the Derwent Valley Aqueduct runs beneath the site. It is requested that these changes be agreed (as part of recommendation (iii)) pending a future decision about the uses for this site.
- 3.8 **Land East of Midland Road, Ellistown (EMP24)** was identified for some 29,160sqm of industry/warehousing in the draft Local Plan. In the absence of better alternatives, the site was included despite highways concerns, the impact of developing in the gap between Hugglescote and Ellistown and the potential effects on residential amenity. Subsequently, the County Highway Authority has expressed more forcibly its concerns in respect of a) additional HGV movements on Midland Road; b) limited scope to upgrade the double mini roundabout in Ellistown; and c) poor pedestrian routes along Midland Road.
- 3.9 The highway concerns could be overcome if the site were accessed from Moore Road in the South Leicestershire Industrial estate. This will require access over third-party land and there is some difference in levels although this has not been shown to be unresolvable. In addition, reducing the development area to the eastern part of the site only would better maintain separation between Ellistown and Hugglescote and curtail impacts on residential amenity. This would reduce the site area to approximately 6Ha (c16,200sqm industry/warehousing). A map of this revised area is included in Appendix D. If it proves that development in this form cannot be achieved, the draft allocation may not be included in the Regulation 19 version of the Plan.
- 3.10 **General Employment Land Requirements.** The remaining ('residual') requirement for general employment land (2024-42) which was reported to the 13 November 2024 meeting is reproduced in Table 2 below. This is the amount of employment land that the new Local Plan should identify to support the predicted growth of the district's

economy based on the evidential studies. This requirement is substantially higher than when the draft Local Plan consultation was prepared, partly because of the extended plan period. Coupled with the changes outlined above, additional sites will be needed as a result.

**Table 2 – General needs employment land requirement (2024-42)**

	Offices (sqm)	Industry/non-strategic warehousing (sqm)
<b>Residual requirement (2024-42)</b>	<b>-2,990sqm</b> (= -0.5Ha)	<b>c183,328sqm</b> (=c45.8Ha)

- 3.11 The figures in Table 2 include the employment land planned in the adopted Local Plan allocation at Money Hill, Ashby. However, the capacity and uses attributed to Money Hill need revisiting and this is assessed later in this section. Table 3 shows how the requirements change if Money Hill is temporarily excluded from the employment land supply.

**Table 3 – General needs employment land requirement (2024-42), excluding Money Hill**

<b>Residual requirement (2024-42) [without 16Ha at Money Hill]</b>	<b>c 28,990 sqm</b> (=c4.83Ha)	<b>c 225,968 sqm</b> (=c56.6Ha)
--	-----------------------------------	------------------------------------

- 3.12 Recognising that additional sites need to be found, the following section considers how this might be done.
- 3.13 **New sites.** As explained at paragraph 2.3, in the time since the Regulation 18 consultation document was being prepared, the following additional employment sites have been submitted for consideration:

- **EMP94 - Heath Lodge, Tamworth Road, Appleby Magna. (2.29Ha).** This site comprises a large field, the property Heath Lodge and boarding kennels to the east of J11 A42. The site has been put forward by the Secretary of State for Transport as it is part of the safeguarded route for HS2, now cancelled, although the safeguarding remains in place
- **EMP95 - Land off London Road, Kegworth (2.2Ha)** The site comprises a roughly triangular parcel of agricultural land bounded by the A6 Kegworth bypass to the south, London Road to the east and New Brickyard Lane to the west and north-west.
- **EMP98 - Land north of Wood Lane and west of Ellistown Terrace Road, Ellistown/Battram (16.4Ha).** This site has been put forward for a mix of general needs employment and strategic warehousing.

- 3.14 These sites have been assessed using the same approach as for previous sites. Officers have also taken into account the representations received about sites which were previously assessed and dismissed (see 'other sites' schedules in Appendix A).

- 3.15 Faced with an increased requirement, it is considered that **Land north of Wood Road and west of Ellistown Terrace Road, Ellistown/Batram (EMP98)** is a suitable site for allocation (map in Appendix D). Matters for the allocation policy include, but are not limited to, the following:
- Potential impacts on Pickering Farmhouse to the west (Grade II Listed).
  - Comprehensive landscaping requirements
  - Access onto Wood Road (B585)
  - Land facing the site on the south of Wood Road has been put forward as a potential employment site in a recent consultation on Hinckley and Bosworth's Local Plan. If the site in Hinckley and Bosworth borough goes forward, a co-ordinated approach to the highways implications of the two sites will be required.
- 3.16 The site is being promoted for both general needs and strategic warehousing and it is considered that the site may be suitable for a mix of these uses. The 20,000sqm of industry/smaller scale warehousing ascribed to this site in Table 5 below would leave further space within the site for strategic warehousing if that were considered appropriate when strategic warehousing requirements are known. If not, the general needs employment capacity of the site could increase.
- 3.17 **Money Hill, Ashby (A5).** To date, the working assumption has been that the 16Ha of employment land at Money Hill will be split equally between offices, industrial and small warehousing (5.3Ha for each) but a more robust and reasoned approach is now needed. The revised assumption is that 2Ha of the land will be for offices (approximately 6,000sqm) and 14Ha for a mix of industrial and smaller scale warehousing (approximately 37,800sqm). The site promoters argue that the site should accommodate 8-13Ha of employment land but their submission does not explain how circumstances have changed such that 16Ha is no longer appropriate. Further, a reduction in the Money Hill figure would result in additional site/s having to be identified elsewhere and, in every likelihood, this would be on greenfield land.
- 3.18 **Capacity at the Freeport.** The suggested approach to the Freeport land south of the airport (EMP90) is addressed in the next section. The site promoter is currently proposing that up to 20% of the floorspace on that site could be for industrial uses rather than strategic warehousing. The floorspace provided would contribute towards the plan's industrial requirement.
- 3.19 **Capacity within existing industrial estates.** Policy Ec3 of the adopted Local Plan identifies 'Primary Employment Areas'. These are established industrial areas which are generally well occupied and are home to the district's better quality premises. Policy Ec3 provides 'in principle' support for new office, industry and warehousing development within these designated areas and draft Local Plan Policy Ec5 carries forward this approach. There are areas of vacant land within the Primary Employment Areas which could come forward for development. These have been assessed and add capacity for some 2,400sqm of office space and 13,230sqm of industrial/warehousing to the supply position.

3.20 The overall outcome of this review is shown in Tables 4 and 5 below. Table 6 brings the position together.

- **Table 4:** Modest changes are proposed for these sites but these are not so substantial that further consultation is required **before** Regulation 19 stage (recommendation (i)).
- **Table 5:** These have either been more significantly amended (EMP24) or are new (EMP98). For those reasons it is recommended that they are subject to further consultation (recommendation (ii)).

3.21 As for the housing sites dealt with elsewhere on this agenda, the actual allocation of these sites will only be confirmed when a Regulation 19 version of the plan is agreed at a future meeting of Council. Any final recommendations (with respect to the Regulation 19 plan) will be subject to the outcome of transport modelling work, the work on an Infrastructure Delivery Plan and the viability assessment, together with other technical pieces of evidence. Whilst this Committee is not making final decisions, it is vital that there is a clear 'direction of travel' in order that these additional pieces of evidence work can be commissioned and developed.

**Table 4 – Sites for general needs employment (Recommendation (i))**

Site Reference	Site Address	Offices (sqm)	Industry/smaller warehouse (sqm)
EMP89	West of Hilltop, Castle Donington	0	17,253
EMP73 (part)	North of Derby Road, Kegworth	0	30,000
EMP60	Burton Road, Oakthorpe	0	12,100
IW1	New settlement, Isely Woodhouse	0	10,000
A5	Money Hill	6,000	37,800
EMP90	Land south of EMA (subject to the DCO decision)	0	<55,800

**Table 5 – Sites for general needs employment (Recommendation (ii))**

Site Reference	Site Address	Offices (sqm)	Industry/smaller warehouse (sqm)
EMP24(part)	East of Midland Road, Ellistown (reduced area)	0	16,200
EMP98	Ellistown Terrace Road & Wood Rd (part of site for general needs B2/B8)	0	20,000

**Table 6 – All Sites and locations for general needs employment**

Site Reference	Site Address	Offices (sqm)	Industry/smaller warehouse (sqm)
EMP24(part)	East of Midland Road, Ellistown (reduced area)	0	16,200
EMP89	West of Hilltop, Castle Donington	0	17,253
EMP73 (part)	North of Derby Road, Kegworth	0	30,000
EMP60	Burton Road, Oakthorpe	0	12,100
IW1	New settlement, Isely Woodhouse	0	10,000
A5	Money Hill	6,000	37,800
EMP90	Land south of EMA(subject to DCO decision)	0	<55,800
EMP98	Ellistown Terrace Road & Wood Rd (part of site for general needs B2/B8)	0	20,000
Land within Primary Employment Areas		2,400	13,230
		<b>8,400</b>	<b>&lt;212,383</b>
<b>Position at 2042</b>		<b>-20,590sqm</b>	<b>-&lt;13,585sqm</b>

- 3.22 Table 6 shows a considerable shortfall in the provision for new office space. Employment forecasts in the [Need for Employment Land Update Note \(July 2024\)](#) show that the number of people in office-based jobs will increase which, on the face of it, translates into a need for new office premises. Crucially, however, a market demand for new stock is not evident. Linked to this, speculative office development is currently not viable. Increased home and hybrid working since the pandemic will have had a bearing but the lack of demand in the district was evident before this. There were successful developments in the 2000s-2010s (for example the Ivanhoe Business Park in Ashby) but relatively little since then. As an illustration, the planning permission for three new office buildings at the E M Point site near Castle Donington (18/02227/FULM) looks unlikely to be built out and a revised application for office, research, light industry, general industry and warehousing uses is currently under consideration (22/01116/FULM). The applicants for the redevelopment of 3,638sqm of good quality offices for a Lidl foodstore at Ashby (23/01153/FULM) were able to demonstrate a lack of market demand. Further, developers are not promoting realistic office sites through the Local Plan process (see paragraph 37 of the [Employment Topic Paper](#)).
- 3.23 There is some risk in not planning for the full requirement but as outlined, it is considered that there are compelling signs that the forecasts are out of step with actual demand. With a view to flexibility, it may be necessary for the plan to outline an approach if office demand does return during the lifetime of the plan.
- 3.24 In comparison, the demand for industrial and warehousing continues to be strong. Faced with this, substituting the office element at the Hilltop site at Castle Donington (EMP89) in favour of industrial/warehousing space appears appropriate. With the sites as proposed, Table 4 shows an industrial/warehousing shortfall of approximately 13,600sqm (c5Ha). This may change further when the employment land supply position is updated in April 2025. At this stage there are no further sites that it is considered are suitable to bridge the gap. This matter will be kept under review as the plan progresses.

## 4.0 STRATEGIC WAREHOUSING

4.1 Faced with the current uncertainty about overall strategic warehousing requirements, the Committee is not being asked to agree strategic warehousing sites at this stage. At its November meeting the Committee agreed a working figure of 200-250Ha of land for strategic warehousing for the purposes of transport modelling only.

4.2 The draft Local Plan consultation document identified two Potential Locations for Strategic Distribution:

- EMP90 - Land south of the airport; and
- EMP82 - Land north of J11 A/M42.

4.3 This section deals with the following matters:

- The representations to EMP90 and a recommended overall approach to the designated Freeport land;
- The representations to EMP82; and
- Sites/locations selected for the purposes of transport modelling.

4.4 **EMP90 – Land south of East Midlands Airport.** 183 representations were received about this proposal, the majority from residents who have multiple areas of concern. Supporting representations were submitted by landowners and the sites' promoters. The issues raised are summarised and responded to in Appendix B. A wide range of matters are covered and include the following:

- Concerns about the designation process, the overall necessity for the development in this location, existence of preferable alternative locations, concern that the Freeport's economic benefits have been overstated, or do not outweigh the harm, and conflict with adopted and emerging planning policy.
- Cumulative impacts of this site together with other developments planned in the area, including on infrastructure.
- Disproportionate amount of development in this location.
- Highways: concerns about the existing capacity of the local and strategic road network, road safety e.g. increased rat running and dangers for walkers and cyclists and inadequate sustainable transport.
- Landscape and townscape: overly large scale and obtrusive development, loss of countryside and loss of the separate and specific character of Diseworth.
- Loss of wildlife and habitats and scepticism that a net gain in biodiversity can be achieved
- Adverse impacts on heritage assets including Diseworth Conservation Area
- Concern that Diseworth and Long Whatton's existing flooding problems will be exacerbated
- Impacts on residents: overbearing visual impact, 24hr disturbance (noise, lighting, traffic), adverse for residents' health and wellbeing and loss of attractive walking routes
- Loss of productive agricultural land
- Carbon emissions will increase

- 4.5 Whilst the draft Local Plan consultation was taking place, the Secretary of State determined that the proposals for land south of the airport (and including land within the existing East Midlands Gateway site) should be treated as a development of national significance for which a Development Consent Order (DCO) is required. This means that it will be the Secretary of State who decides whether the proposals go ahead. The decision, its timing and the detailed information needed to make the decision will all be outside the Council's control. The DCO timetable is not confirmed but it is understood that SEGRO intends to submit their application by April 2025. This means the DCO decision could be made before the new Local Plan is submitted for Examination, but this is far from certain.
- 4.6 If the site was allocated in the new Local Plan but the DCO was not granted, the plan would contain a site allocation which cannot be delivered. On the other hand, the Local Plan cannot remain silent on a proposal of this scale and significance, not least because of its inter-relationship with other aspects of the plan (e.g. cumulative transport impacts, strategic warehousing requirements) and the local impacts on Diseworth village, its residents and surroundings.
- 4.7 The current undetermined planning application on the part of EMP90 which Manchester Airports Group controls (24/00727/OUTM) adds to the overall complexity of the situation.
- 4.8 Having considered these issues, it is recommended that the Local Plan takes the following approach to the designated Freeport land i.e. land south of the airport **and** the designated Freeport land within the airport boundary and at East Midlands Gateway:
- Identify key issues and matters of concern which need to be addressed as part of any proposed planning application relating to the proposed development south of the airport (site EMP90). This could form the basis for this Council's Statement of Local Impacts for the DCO inquiry.
  - For the purposes of the plan, it will be assumed that the quantum and type of development on EMP90 will be as currently being proposed i.e. 100Ha/279,000sqm of B2/B8 uses. This is important for the planning of strategic warehousing and general needs employment overall and for considering the cumulative impacts of development in this part of the district (e.g. transport). **This does not mean that the Council supports the proposals in their current form.** This approach does, however, recognise that the decision on the acceptability of the development will be made through the DCO process **and** enables the Local Plan to progress.
  - Set out any planning considerations for development on the parts of the airport and East Midlands Gateway which are also part of the designated Freeport.
- 4.9 **EMP82 – Land NW of J11 A/M42.** This site was put forward as a Potential Location for Strategic Warehousing in the consultation plan. The consideration of the representations for this site is in Appendix B. The changes being proposed include a) reference to specific measures to manage traffic and HGV movements and to improved bus services; b) more specificity regarding design; and c) retention of hedgerows.

- 4.10 In view of the uncertainty about requirements, the Committee is not being asked to agree strategic warehousing sites for inclusion in the Regulation 19 plan at this time.
- 4.11 **Sites/locations to feed into transport modelling.** The working figure of 200-250Ha agreed for the purposes of transport modelling at the November meeting is not, of itself, sufficient to undertake the modelling work. It is additionally necessary to ascribe amounts of development to specific locations and road junctions so that the effects on the road network can be tested using the model.
- 4.12 Importantly, the Committee is not being asked at this stage to decide on the planning merits of sites. **The decision relates to transport modelling only.** Indeed, the highways implications revealed by the modelling will have a bearing on the final selection of sites for the Local Plan.
- 4.13 Table 7 below shows the locations recommended for inclusion in the transport modelling. The locations selected are sites that are being promoted and in some cases are the subject of current planning applications. This suggests they could be delivered if any of them are proposed for allocation in due course.
- 4.14 Importantly, locations have been selected with the aim of making effective use of the transport modelling process. The approach tests the impact of a certain amount of development at each of the following key junctions:
- Location A - J23a/J24 M1 and J1A50
  - Location B – J13 A42
  - Location C – J11 A42
  - Location D – J22 M1



**Table 7 – Strategic warehousing locations and sites for transport modelling**

<b>Location A - J23a/J24 M1 and J1A50</b>		
EMP90 - Land south of EMA (part of the Freeport)	80Ha	Whole site is 100Ha. Up to 20% of floorspace for industry and at least 80% for strategic warehousing.
EMP02 - Land adj. Aldi Regional Distribution Centre, Sawley	15Ha	This land is identified in the adopted Local Plan (Policy Ec1c). The site previously had outline permission which has expired. There is a current planning application on the site (24/01200/FULM).
EMP73 (part) - Land north A453, Kegworth	15Ha	This site was included in the draft Local Plan for general needs employment but is in a location where the demand for strategic warehousing is likely to predominate.
Designated Freeport land within East Midlands Gateway	6.4Ha	The DCO submission is expected to include some 6.4Ha of land (designated as part of the Freeport) at East Midlands Gateway for additional warehousing and/or open storage
<b>Location B – J13 A42</b>		
EMP80 – Land at Corkscrew Lane, Ashby	11.5Ha	There is a current planning application on this site (23/00420/OUTM)
EMP87(part) – East of Ashby	20Ha	Part of the land parcel between A42 and A512 only.
<b>Location C – J11 A42</b>		
EMP82 - Land north J11 A/M42	28Ha	Potential Location for Strategic B8 in the draft Local Plan consultation
EMP83, 84(part),94 – Land NE of J11	35Ha	Comprises land between A42 and Tamworth Road towards Measham.
<b>Location D – J22 M1</b>		
EMP98 - Ellistown Terrace Road & Wood Rd, Ellistown (see paragraph 3.15)	7Ha	Site submitted in representations to the draft Local Plan consultation. The site is considered suitable for a mix of strategic and general needs employment. [whole site is 16Ha]
	<b>c218Ha</b>	

- 4.15 The locations and hectarages are shown on the plans in Appendix E. Collectively the locations on this list achieve towards the lower-mid end of the 200-250Ha working range for transport modelling. The recommendation is that this list of sites/locations be agreed for the purposes of transport modelling only.
- 4.16 A new site for strategic warehousing south of Kegworth bypass, Kegworth (EMP97) of some 64Ha was submitted during the Regulation 18 consultation. As transport modelling will already be testing a very significant amount of development in the vicinity of J23a/J24/J1A50, it is not proposed to add EMP97 to the list of locations for testing.

<b>Policies and other considerations, as appropriate</b>	
Council Priorities:	<ul style="list-style-type: none"> <li>- Planning and regeneration</li> <li>- Communities and housing</li> <li>- Clean, green and Zero Carbon</li> </ul>
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other government guidance and requirements
Safeguarding:	Non discernible.
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	Reporting the consultation responses received helps demonstrate how the feedback is being taken into account
Economic and Social 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, 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/Tenant Engagement:	The Regulation 18 Local Plan has been subject to consultation and further consultation will be undertaken at Regulation 19 stage.
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	<p>Ian Nelson            Planning Policy and Land Charges Team Manager            01530 454677  <a href="mailto:ian.nelson@nwleicestershire.gov.uk">ian.nelson@nwleicestershire.gov.uk</a></p> <p>Sarah Lee            Principal Planning Policy Officer            01530 454791  <a href="mailto:sarah.lee@nwleicestershire.gov.uk">sarah.lee@nwleicestershire.gov.uk</a></p>

## RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP24	SITE NAME: Land to the east of Midland Road, Ellistown		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<b>General</b>				
<p>Welcome the proposed allocation. This site can meet the allocation policy requirements and deliver around 29,160sqm of industry/smaller scale warehousing but note that the final quantum of development should be informed by a constraints-led masterplanning exercise at planning application stage.</p>	<p>EMP24 was identified as a suitable site albeit with issues of concern with respect to residential amenity and the reduction in the gap between Ellistown and Hugglescote. The concept plan submitted with this representation shows development close to residential properties on Midland Road and does now show how the policy requirement for separation will be achieved.</p> <p>To address these concerns, it is now proposed to reduce that development area to the eastern part of the site only (c 6ha). Access via Moore Road rather than Midland Road will address subsequent concerns raised by the Local Highway Authority.</p> <p>The concept plan also shows a flood risk area through the centre of the site which is not reflected in the council's flood risk information.</p>	<p>Amend the criteria in the policy for EMP24 as follows:</p> <ul style="list-style-type: none"> <li>i. (1)(a) Around <del>29,160sqm</del> <b>16,200sqm</b> of industry/smaller scale warehousing...</li> <li>ii. <del>(1)(b) Surface water drainage provision (SuDS)</del></li> <li>iii. (2)(a) Provision of (i) a safe and suitable access <del>from Midland Road</del> <b>via Moore Road...</b></li> <li>iv. <del>(2)(d) Achievement of biodiversity net gain in accordance with national requirements;</del></li> </ul>	280	Richborough Estates

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>In addition, the draft employment site policies included some requirements which could be adequately dealt with by topic-based policies instead. To reduce duplication, the criteria relating to SUDs and biodiversity net gain can be omitted from the draft policy.</p>			
<p>They [EMP24 + E7] would result in over-development of this area. This part of NW Leics has had more than its fair share of building, and the associated negative impacts on traffic, schools and open space.</p>	<p>There has been a comprehensive planning assessment of all the potential employment sites. EMP24 was identified as a suitable site albeit with issues of concern with respect to residential amenity and the reduction in the gap between Ellistown and Hugglescote. Changes are recommended to address these and the subsequent concerns of the Highways Authority regarding access. (see above).</p> <p>One of its positive attributes is its proximity to potential workforce in the local area. Whilst construction of the South East Coalville strategic housing site will continue for a number of years, the new Local Plan must</p>	<p>No further changes in addition to those in response to representation 280 above.</p>	487	Mary Lorimer

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>also identify further locations for the additional development needed for the coming 16 years to 2040. This does mean, as in this case, allocating some greenfield land for development. The forthcoming Infrastructure Delivery Plan will identify what infrastructure is needed in conjunction with the new development being proposed. Forthcoming transport modelling work will also help identify what transport measures are needed.</p>			
<p>There are plenty of empty industrial units.</p>	<p>The council's expert evidence shows that there will be a need for more industrial premises over the lifetime of the Local Plan in addition to current stock. This is based on a forecast of how the economy is likely to grow over the next 15+ years. As for housing, there will always be a proportion of vacant industrial premises; this is a sign of a functioning property market.</p>	<p>No change.</p>	<p>586</p>	<p>Gail Alderson</p>
<b>Highways</b>				
<p>This site (and site E7) is unsuitable due to access issues</p>	<p>Noted. It is now proposed to specify access via Moore Road rather than Midland Road to address concerns raised by the Local Highway Authority.</p>	<p>See change in response to representation 280 above.</p>	<p>487</p>	<p>Mary Lorimer</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>The area cannot take any more traffic or weight on the road. Midland Road is part of the wider weight restriction network in the village and any HGVs being allowed to use Midland Road for access or egress to and from EMP24 would be totally unacceptable. The roads cannot cope. Existing weight restrictions are flouted. There is already too much heavy traffic on Midland Road and this will mean more traffic going through Coalville and Hugglescote. Additional HGV traffic through Ellistown could have an adverse effect on the amenity of houses fronting Midland Road. Paragraph 33 of the LCC Highways Traffic Safety Report in Oct 2019 Paragraph 33 highlights the traffic safety issues on Midland Road.</p>	<p>Noted. It is now proposed to specify access via Moore Road to address concerns raised by the Local Highway Authority. The majority of site traffic, and in particular HGVs, can reach the site via Beveridge Lane and will not need to pass through Ellistown and Hugglescote.</p>	<p>See change in response to representation 280 above</p>	<p>513; 567; 586; 637; 131</p>	<p>Kirsty Marriott; Gary Webb; Gail Alderson; Chris Simmons; Ellistown &amp; Battleflat Parish Council</p>
<p>The roundabout near the petrol station is dangerous. There appears to be no land available to improve this pinch point.</p>			<p>571; 131</p>	<p>Emma Harris; Ellistown &amp; Battleflat Parish Council</p>
<p>There is a much worse pinch point in the vicinity of Midland Road/South Street.</p>			<p>637</p>	<p>Chris Simmonds</p>
<p>LCC Highways. 1 - As land to the west is being allocated to housing, this should take the form of a roundabout [on Midland Road] which should be noted in the policy</p>	<p>Subsequent this this, the Highways Authority has expressed more forcibly its concerns in respect of a) additional HGV movements on Midland Road; b) limited scope</p>	<p>See change in response to representation 280 above</p>	<p>341</p>	<p>LCC</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>2 - options to access from Beveridge Lane/Moore Lane should be explored as a preference.</p> <p>3 - It would be preferable for the principle set out in the final sentence of paragraph 5.6 of the sites document (i.e. concerning need for complementary approach to the adjacent site E7) to be incorporated into the draft policy for site EMP24, particularly (but not necessarily just) in respect of site access arrangements.</p> <p>4 - It could be possible to mitigate impact at the double mini roundabout junction going forward, and the impact would potentially be less if access was taken from Moore Road with routing to/from the A511/Beveridge Lane.</p>	<p>to upgrade the double mini roundabout in Ellistown; and c) poor pedestrian routes along Midland Road.</p> <p>In response it is proposed that the site access should be via Moore Road.</p>			
<b>Local services and infrastructure</b>				
<p>The development (EMP24 + E7) would exacerbate problems with sewage: there is already an overload in the sewage system due to extra housing and more run-off into storm sewers, causing regular, increased discharges of raw sewage into the River Sence to the detriment of wildlife and causing a hazard to the health of local people and the users of the Sence Valley Park. The EA is considering these discharges. Past incidents of system overcapacity leading to flooding and environmental</p>	<p>The EA and LCC in its role as the Lead Local Flood Authority have not raised objections to this proposed site allocation. This site will be required to install an effective sustainable drainage system to manage surface water run off. Proposed policy AP8 provides further detail for how SUDs should be implemented. Part 1 of the <a href="#">Infrastructure Delivery Plan</a> confirms that there is an existing demand for flood risk management infrastructure</p>	No change.	487; 391	Mary Lorimer; Hugglescote & Donington le Heath Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>degradation underscore the necessity for a comprehensive plan to mitigate future risks. There is the critical need for infrastructural enhancements to accommodate new developments.</p>	<p>in Coalville and elsewhere (Appendix A ref U3).</p>			
<p>The land drains towards the river Sence and recent heavy rains have caused flooding in Hugglescote. The Cemetery and Station Road were yet again under water from flooding (February 2024). This has caused damage to property and traffic problems.</p> <p>The problems seem to be either volume of water or blocked culverts behind Buildbase or maybe further up the line and /or balancing ponds in Ellistown. If the culverts cannot take the current volume of water development of EMP24 (and E7) could make this situation worse unless managed.</p> <p>Past incidents of system overcapacity leading to flooding and environmental degradation underscore the necessity for a comprehensive plan to mitigate future risks. There is the critical need for infrastructural enhancements to accommodate new developments.</p>			637; 131; 391	Catherine Lofthouse; Ellistown and Battleflat Parish Council; Hugglescote & Donington le Heath Parish Council
<b>Environmental Issues</b>				
<p>The village cannot afford to lose another green area to industrial units.</p>	<p>The new Local Plan must identify locations for the additional development needed</p>	<p>See change in response to representation 280 above</p>	567	Gary Webb



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	for the coming 16 years to 2040. This does mean, as in this case, allocating some greenfield land for development. It is proposed that the area of this site should be reduced to c6Ha.			
This development will be close to residential areas. Some of these businesses will be operating 24hours/day. This is the wrong place for this development.	Noted. In response to this concern, it is proposed to reduce the development area to the eastern part of the site only which would help to curtail impacts on residential amenity	See change in response to representation 280 above	584; 586	Stephen Alderson, Gail Alderson
Does this really leave a green gap between Hugglescote and Ellistown or just make us a suburb of Coalville? The development of this site risks diminishing the visual and physical separation between Ellistown and Hugglescote. Any development must be meticulously designed to maintain this distinction, with a significant emphasis on high-quality design, layout, and landscaping to mitigate its impact on the surrounding countryside.	Noted. In response to this concern, it is proposed to reduce the development area to the eastern part of the site only which would help to better maintain the gap between Hugglescote and Ellistown.	See change in response to representation 280 above	635; 391	Chris Simmonds; Hugglescote and Donington le Heath Parish Council
The parish council is considering allocating the land covered by EMP24 (and E7) as an area of separation in the review of its neighbourhood plan.	Noted, however this could bring the NP into conflict with the Local Plan if the latter is adopted before the NP review is completed. Also, it is now proposed to reduce the development area to the eastern	See change in response to representation 280 above	131	Ellistown and Battleflat Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	part of the site only which would help to better maintain the gap between Hugglescote and Ellistown.			

**RESPONSES TO PROPOSED ALLOCATIONS**

<b>EMPLOYMENT</b>	<b>SITE NUMBER: EMP60</b>	<b>SITE NAME: Land at Burton Road, Oakthorpe</b>
-------------------	---------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>General</b>				
Allocation is strongly supported. Work is ongoing in respect of access design, a landscape and a foul and storm water drainage strategy. Opportunity for a minimum 12,100sqm B2/B8 Whilst the site is being promoted by the County Council rather than a frontline developer it is the County Council's normal practice to bring sites to the market immediately on the grant of an outline planning permission or develop them out as part of its investment portfolio.	Support welcome. Other points noted. In addition, the draft employment site policies included some requirements which could be adequately dealt with by topic-based policies instead. To reduce duplication, the criteria relating to SUDs, the River Mease and biodiversity net gain can be omitted from the draft policy.	Amend the policy for EMP60 to delete the following criteria: v. <del>(1)(b) Surface water drainage provision (SuDS)</del> vi. <del>(2)(d) Achievement of biodiversity net gain in accordance with national requirements.</del> vii. <del>(2)(f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease SAC).</del> Development which does not meet these provisions will not be permitted	341	Leicestershire County Council (as landowner)
<b>Highways</b>				
We have no objections to this allocation in principle, subject to a	Noted.	No change.	112	National Highways

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>Transport Assessment setting out the traffic and transport impacts, and an assessment of other potential boundary related impacts. The above submissions should accompany any planning application for this site. With regards to drainage, it should be noted that the discharge of surface water into National Highways drainage systems is not permitted.</p>				
<p>Reaffirms stance that an access onto Burton Road is contrary to policy. Whilst it appears that an access to an employment development on the site may be possible, key issues which need further consideration include the form of junction and the close proximity of the Winfields Outdoors accesses opposite.</p>	<p>The policy referred to in the Highway Authority's representation is the Leicestershire Highway Design Guide. This has subsequently been updated and now takes a more risk-based approach. The landowner (also LCC) has produced an Access Feasibility Study and is awaiting feedback from the Highway Authority. Whilst highways matters are not fully resolved, they are not currently expected to prevent the development of this site.</p>	<p>No change.</p>	<p>341</p>	<p>Leicestershire County Council (as Highway Authority)</p>
<p>Potential for development to impact on a public footpath.</p>	<p>This issue is acknowledged in criterion (2)(c) which requires a comprehensive landscaping scheme to mitigate the visual impacts for users of the footpath which crosses the neighbouring field.</p>	<p>No change.</p>	<p>192</p>	<p>Leicestershire Local Access Forum</p>
<p><b>Environmental Issues</b></p>				

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>ODAPC is broadly supportive due to the potential employment benefit to the wider community, but with conditions:</p> <p>1) No tall buildings on road boundary - these must be sited at back of site to protect the amenity of nearby residents.</p> <p>2) Additional screening with trees, should be in keeping with National Forest?</p> <p>3) There are long-standing drainage problems in the vicinity constantly and adversely affecting nearby residents, and a comprehensive surface water drainage solution needs to be included in the proposals to eliminate future flooding.</p>	<p>1 – agreed. Amendment to criterion (h) proposed.</p> <p>2 – it is considered that criteria (c) and (e) satisfactorily deal with this issue</p> <p>3 – Noted. Whilst the criterion relating to SuDS is proposed to be removed to avoid duplication, draft Policy AP8 provides more detail with respect to SuDS schemes overall. Also the landowner (LCC) has confirmed that in order to mitigate a pre-existing flooding issue in respect of properties to the north of Burton Road, LCC (in its role as Lead Local Flood Authority) proposes to install a culvert or open up a ditch course across the eastern corner of the site. The LLFA has also requested that a target for run off rates be added to the policy (see representation 341 below). The LLFA will also provide advice at planning application stage on the detailed SuDS proposals for the site.</p>	<p>Amend criterion 2(h) of Policy EMP60 as follows:</p> <p>(h) Potential impacts on residential amenity are addressed through the scheme’s design, <b>with particular consideration to the scale and siting of units.</b></p>	175	Oakthorpe, Donisthorpe & Acresford Parish Council
<p>The allocation site is located within a Mineral Safeguarding Area for Coal (Leicestershire Minerals and Waste Local Plan (2019-31) (MWLP)). Policy M11 outlines that mineral, including</p>	<p>The requirement for a Mineral Assessment can be added to the policy to accord with Policy M11 of the Leicestershire Minerals &amp; Waste Local Plan 2031.</p>	<p>Add a criterion to read “<b>(2)(x) Provision of a mineral assessment for coal</b>”.</p>	341	Leicestershire County Council (as Planning Authority)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>Coal, will be protected from permanent sterilisation by other development. Any forthcoming planning applications for non-mineral development within this Mineral Safeguarding Area should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it.</p>	<p>This requirement is not considered to be a barrier to the delivery of the site; the site is at the edge of the mineral safeguarded area and a demand to extract coal from this site, bearing in mind climate change objectives, is considered to be unlikely.</p>			
<p>As a part of the development, the LLFA would require the applicant to provide a 20% betterment on the greenfield runoff rate due to the risk of flooding downstream of the site. It should be noted that part of this site has already been put forward for nature restoration and rewilding to alleviate flooding to Oakthorpe, the LLFA would expect any future development to incorporate this into the masterplan of the site.</p>	<p>The landowner (LCC) has confirmed that in order to mitigate a pre-existing flooding issue in respect of properties to the north of Burton Road, LCC (in its role as Lead Local Flood Authority) proposes to install a culvert or open up a ditch course across the eastern corner of the site.</p> <p>The reference to nature restoration and rewilding relates to a scheme which was reliant on grant aid and is no longer being pursued.</p> <p>With respect to the 20% requirement, the LLFA has confirmed that this is not a national policy or a local standard but given the risk of flooding at these locations, the 20% figure would offer both a suitable betterment to the</p>	<p>Amend criterion (2) (g) to read "A surface water drainage strategy <b><u>which achieves a 20% improvement in greenfield run-off rate and</u></b> which demonstrates how pollutants and sediments..."</p>	341	Leicestershire County Council (as Lead Local Flood Authority)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>existing rate whilst also being an attainable reduction for the developer to implement. Paragraph 175 (a, b) of NPPF indicates that drainage systems should take account of advice from the LLFA and have appropriate minimum standards. In this context, a change to the policy is merited.</p>			

## RESPONSES TO PROPOSED ALLOCATIONS

<b>EMPLOYMENT</b>	<b>SITE NUMBER: EMP73</b>	<b>SITE NAME: Land north of Derby Road</b>
-------------------	---------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>General</b>				
Support the proposed allocation which is a sensible, logical and appropriate inclusion for employment space.	Support welcomed. In addition, the draft employment site policies included some requirements which could be adequately dealt with by topic-based policies instead. To reduce duplication, the criteria relating to SUDs and biodiversity net gain can be omitted from the draft policy.	Amend the policy for EMP73 – North of Derby Road Kegworth to delete the following criteria: viii. <del>(1)(b) Surface water drainage provision (SuDS)</del> ix. <del>(2)(e) Achievement of biodiversity net gain in accordance with national requirements.</del>	208	Curzon Coaker Trust and CHC Coaker Children's Settlement
There should be a reasonable balance between development and countryside to preserve the individual nature of the area. There is already extensive development (airport, Segro, Ratcliffe on Soar Power Station, Refresco, warehouses in the Lockington/ Shardlow area with planning permission plus the Freeport and Castle Donington itself) which overshadows the village and creates an urban sprawl. Further development will make this worse. This site	It is accepted that the proposed allocation will extend the development edge to the J24 roundabout. As context there is extant permission for residential development facing the site on the south of Derby Road (14/00541/OUTM; 19/00878/REMM; 19/01757/REMM) which would itself extend built development further west albeit not as far as the proposed employment site. An amendment is suggested	No change but see below for proposed criterion to recognise the gateway function of the site.	119; 128; 239; 263; 364; 365; 134; 382;	Geoff Sewell; Cllr Carol Sewell; Nigel Taylor; John Sisson; Paul Sewell; Sophie Sewell; Kegworth Parish Council; Kirstyn Sewell;



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>represents the last green space at this village boundary and keeps the village distinct from the extensive Highway network (M1, M50, A453).</p>	<p>below to recognise the site's function as a gateway to the village. To an extent, the M1 creates a physical separation and distinction between the edge of Kegworth and the development beyond. There has been a comprehensive planning assessment of all the potential employment sites which has identified this site as one of the most suitable. The new Local Plan must also identify further locations for the additional development needed for the coming 16 years to 2040. This does mean, as in this case, allocating some greenfield land for development. An attribute of this site is its proximity to J24 meaning that vehicles serving the site will not need to route through the village itself.</p>			
<p>There isn't a desire or need for further large-scale employment opportunities at Kegworth. This area is well-served locally for employment and local residents have easy access to Derby, Nottingham and Leicester and nearby large towns (Long Eaton, Loughborough), and in and around</p>	<p>As described, the council has undertaken a comprehensive assessment of potential employment sites across the district. This part of the district has particular positive attributes for employment development, namely its excellent road</p>	<p>No change.</p>	<p>364; 365; 128; 605; 134; 382;</p>	<p>Paul Sewell; Sophie Sewell; Cllr Carol Sewell; Mark Jempson; Kegworth Parish Council; Kirstyn Sewell;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Ratcliffe Over 55% of the employment allocation falls within the enlarged Kegworth boundary.	connectivity, rail freight opportunities and access to labour force both within and beyond the district. The area also falls within the Leicestershire International Gateway in the Leicester & Leicestershire Strategic Plan (2018).			
Those employed at these new businesses are almost entirely ported in from outside the immediate area.	Noted however the plan also proposes significant new housing at Castle Donington and Isley Woodhouse giving the prospect that some people will be able to live close to where they work.	No change.	263	John Sisson
This will increase further demand for HMO's.	Noted however the new Local Plan also proposes a specific policy to support the Article 4 Direction to guide how planning applications for HMOs in Kegworth should be considered.	No change.	364; 365;	Paul Sewell; Sophie Sewell;
<b>Highways</b>				
1 - Consideration should be given the feasibility of the link under the A453 and how this might impact the SRN. 2 - Consideration should be given to how the allocation of this land would affect the ability to deliver future highways improvements to M1 junction 24 and the A453. Whilst this land is not currently safeguarded for a future scheme, given the significant	1 – The site promoters have confirmed that their initial feasibility work demonstrates that a link under the A453 is achievable in technical terms. They also report that the approach would mirror that taken for an underpass under A6 which has been accepted for the	No change.	112	National Highways

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>amount of growth proposed vicinity of J 24 (by this Local Plan and the adjacent Greater Nottingham Core Strategy) it is likely that a substantial scheme requiring land outside the existing highway boundary will be required. The Strategic Transport Assessment should determine the traffic impacts of Local Plan growth. The Council needs to consider the transport infrastructure needed and how it will be delivered.</p>	<p>proposed new village north of Birstall on the edge of Leicester.</p> <p>2 – Noted. The council’s strategic transport modelling (and the transport assessments being progressed by other landowners/ developers) will confirm the necessity for improvements and it is hoped and expected that National Highways will be centrally involved in identifying, designing and progressing improvements where needed. Unless and until there is a confirmed scheme which demonstrably requires land within this site, the site allocation is considered appropriate and deliverable. There is no basis to identify part of the site for highway works at the current time.</p>			
<p>1 - Growth in Kegworth is linked with proposals in the wider area (IW1, CD10, EMP90) and any associated approach to addressing the transport cumulative impacts of such, particularly at M1 J24. 2 - The HS2 safeguarding has not yet been removed and could theoretically be retained (or reinstated) by any future government.</p>	<p>1 – Noted and agreed. 2 – Noted. At this point, the assumption is that the safeguarding will be lifted. If this position alters, the approach to this site (and others) will need to be reviewed. 3 - Agreed</p>	<p>Delete references to ‘A6’ from the title of this site and elsewhere.</p>	341	LCC (Highways)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
3 - The references to "A6 Derby Rd" should be "Derby Rd (former A6)" following completion of the Kegworth Southern Bypass.				
There are daily issues at J24 due to traffic volumes including because of accidents on the A50, M1, or A453. Building even more developments in Kegworth is going to cause major delays at peak times. On many occasions the village has been gridlocked due to issues at the motorway island with a large increase in vehicles leaving the A453 to seek an alternative route along Station Road and Whatton Road through the village.	The strategic transport modelling for the Local Plan will firstly identify the highways impacts of the development being proposed in the area, including on more local roads, and then consider whether these can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc. These measures will be identified in the Infrastructure Delivery Plan which will accompany the Local Plan.	No change	379; 128; 95; 119; 134; 382;	Fern Sewell; Cllr Carol Sewell; Lucy Cave; Geoff Sewell; Kegworth Parish Council; Kirstyn Sewell;
Increasing numbers of lorries etc will cause further problems on congested local roads including along Sideley and Station Road which are busy and dangerous to cross. HGV access through the village must be limited, especially on Side Ley and Nottingham Road which are unsuitable for such vehicles (7.5 tonne limit is widely ignored). Turning of HGVs from Sideley at the Refresco factory already cause problems as the lorries travel through a residential area of the village and	The site promoters would be content to explore the possibility of Refresco using the new junction on Derby Road which could provide the opportunity to close the Citrus Grove access. Presumably any agreement would come at a cost to Refresco.  There is an existing weight restriction on Derby Road close to J24. LCC Highways has confirmed that this would need to	No change	119; 162; 605; 128; 134	Geoff Sewell; David & Hillary Jones; Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>have to turn sharp right at the traffic lights onto Derby Road. The plan should include possible access to the rear curtilage to Refresco which would allow HGVs to avoid the residential areas of Sideley.</p>	<p>be moved eastwards, beyond the proposed access to this site.</p>			
<p>The Derby Road access would present issues for road safety, parking and flow of traffic.</p>	<p>LCC Highways has not objected to the principle of access on to Derby Road. It is possible that use could be made of the signalised junction on Derby Road agreed as part of the residential consent on the site opposite (14/00541/OUTM; 19/00878/REMM; 19/01757/REMM).</p>	<p>No change</p>	<p>128</p>	<p>Cllr Carol Sewell</p>
<p><b>Local services and infrastructure</b></p>				
<p>Derwent Valley viaduct runs under this site which provides drinking water to Hallgates Service Reservoir near Leicester. This viaduct would need to be fully protected from intense ground-works near its route.</p>	<p>It is agreed that reference to the DVA should be added to the policy. The DVA and its easement is a constraint that the site promoters are aware of and they confirm that there would not be building over the DVA. If a diversion is required, this has been factored into their site appraisal work. In whichever scenario, the DVA would continue to function and would be appropriately accommodated within any scheme.</p>	<p>Add a criterion to EMP73(2) to read “<b>(x) maintenance of the function and integrity of the Derwent Valley Aqueduct which runs beneath the site</b>”</p>	<p>128; 134</p>	<p>Cllr Carol Sewell; Kegworth Parish Council</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<b>Environmental Issues</b>				
This development will detract from the setting of the village overall, the entrance to the historic village and its overall historic character.	This site is at the entrance point to the village and the buildings will be the first that people entering the village from the west will see. This should be reflected in the overall design of the scheme in recognition of its gateway positioning. This should be added as a requirement in the policy.	Add a criterion to EMP73(2) to read “ <b>(x) an overall design approach which reflects the site’s role as a gateway to the village.</b> ”	364; 365; 379; 605; 128; 134; 239; 382;	Paul Sewell; Sophie Sewell; Fern Sewell; Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council; Nigel Taylor; Kirstyn Sewell;
The site is on “Trent Valley Washlands” as denoted on Inset Map 15. The HS2 plans clearly showed this land is within the 100-year flood contour and is thus unsuitable for development. These sites will create more rapid surface run-off and remove volume from the flood plain. This will increase flood risk in Kegworth and be detrimental both downstream and upstream. We have recently seen flooding around Kegworth, with both these proposed areas being hit.	This site is within FZ1. We have followed up this query with the Lead Local Flood Authority (LCC) who does not have any record of flooding at this location.	No change.	119; 364; 365; 379; 134	Geoff Sewell; Paul Sewell; Sophie Sewell; Fran Sewell; Kegworth Parish Council
As the northern part of the site is located within Flood zone 3, engagement with the EA is advised. [comment attributed to this site but relates to Land at Remembrance Way]	See response to Land north of Remembrance Way [EMP73(part)]	No change.	341	LCC (Lead Local Flood Authority)
[comment attributed to this site but relates to Land at Remembrance Way]	See response to Land north of Remembrance Way [EMP73(part)]	No change.	404	Environment Agency

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>The view from the new housing will be compromised by urban development, the air quality, already poor due to the proximity of EMA, the SEGRO site and the M1 would be further reduced, which represents reduction in the well-being of residents as does the loss of green space and parking issues.</p>	<p>Criterion (f) of the proposed policy requires the potential impacts on residential amenity to be addressed as part of the scheme's design. Whilst implicitly this includes the houses permitted but yet to be built on the facing site, this could be made explicit in the policy.</p>	<p>Amend criterion (f) to read "Potential impacts on residential amenity, <b>in particular of the properties with planning permission on the site opposite on the south of Derby Road</b>, are addressed through the scheme's design".</p>	<p>605; 128; 134</p>	<p>Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council</p>
<p>The site is located in a Mineral Safeguarding Area for Sand and Gravel (Leicestershire Minerals and Waste Local Plan (2019-31)). Such areas will be protected from permanent sterilisation (Policy M11). Planning applications for non-mineral development require a Mineral Assessment. This is pertinent given the proximity of sand and gravel resources at Lockington Quarry and the potential shortfall of sand and gravel reserves within Leicestershire over the period to 2031 of some 7.67 million tonnes (see the LCC Local Aggregate Assessment Sept. 2023).</p>	<p>The LCC Planning team has supplied some additional clarification as follows: "Under the 'agent of change' principle, it would be for the developer to mitigate the effects of the sensitive development being constructed in proximity to the already operating quarry [Lockington Quarry]. The proposals should not prejudice the continued operation of Lockington Quarry. Lockington Quarry is important in the delivery of a steady and adequate supply of aggregate sand and gravel, in line with paragraph 219 of the NPPF (December 2023). It would also be contrary to paragraph 218 of NPPF and the Leicestershire Minerals and Waste Local Plan to permit other development</p>	<p>No change.</p>	<p>341</p>	<p>LCC (Planning)</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working”.</p> <p>This clarifies that the key matter is that development should not prejudice the operation of the nearby Lockington Quarry rather than the site itself being needed for sand and gravel extraction.</p> <p>Given the nature of the proposed employment use, this is not considered to be a barrier to the development of this site. Indeed, a much more sensitive use (housing) has been permitted on the opposite side of the Derby Road. The policy already stipulates that a Mineral Assessment for sand and gravel will be required in connection with a planning application.</p>			



## RESPONSES TO PROPOSED ALLOCATIONS

<b>EMPLOYMENT</b>	<b>SITE NUMBER: EMP73 (part)</b>	<b>SITE NAME: Land north of Remembrance Way, Kegworth</b>
-------------------	--------------------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>General</b>				
Support the proposed allocation which is a sensible, logical and appropriate inclusion for employment space.	Support welcomed. In addition, the draft employment site policies included some requirements which could be adequately dealt with by topic-based policies instead. To reduce duplication, the criteria relating to SUDs and biodiversity net gain can be omitted from the draft policy.	Amend the policy for EMP73 – North of Remembrance Way Kegworth to delete the following criteria: x. <del>(1)(b) Surface water drainage provision (SuDS)</del> xi. <del>(2)(e) Land for biodiversity net gain in accordance with national requirements.</del>	208	Curzon Coaker Trust and CHC Coaker Children's Settlement
There should be a reasonable balance between development and countryside to preserve the individual nature of the area. There is already extensive development (airport, Segro, Ratcliffe on Soar Power Station, Refresco, warehouses in the Lockington/ Shardlow area with planning permission plus the Freeport and Castle Donington itself) which overshadows the village and creates	It is accepted that the proposed allocation will extend development into a currently undeveloped area north of Remembrance Way (A543).  There has been a comprehensive planning assessment of all the potential employment sites which has identified this site as one of the most suitable. The new Local	No change.	119; 263; 364; 365; 382;128; 134	Geoff Sewell; John Sisson; Paul Sewell; Sophie Sewell; Kirstyn Sewell; Cllr Carol Sewell; Kegworth Parish Council


MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>an urban sprawl. Further development will make this worse and remove an important buffer between Kegworth and the busy road infrastructure.</p>	<p>Plan must identify locations for the additional development needed for the coming 16 years to 2040. This does mean, as in this case, allocating some greenfield land for development.</p> <p>An attribute of this site is its proximity to J24 meaning that vehicles serving the site will not need to route through the village itself.</p>			
<p>Those employed at these new businesses are almost entirely ported in from outside the immediate area. In Kegworth there isn't a desire or need for further employment opportunities on such a large scale. This area is well-served locally for employment and local residents have easy access to Derby, Nottingham and Leicester and nearby large towns (Long Eaton, Loughborough). Also there will be over 7,000 jobs created at the Ratcliffe-on-Soar power station. Over 55% of the employment allocation falls within the enlarged Kegworth boundary.</p>	<p>As described, the council has undertaken a comprehensive assessment of potential employment sites across the district. This part of the district has particular positive attributes for employment development, namely its excellent road connectivity, rail freight opportunities and access to labour force both within and beyond the district. The area also falls within the Leicestershire International Gateway in the Leicester &amp; Leicestershire Strategic Plan (2018).</p> <p>Also, the plan proposes significant new housing at Castle Donington and Isley Woodhouse giving the prospect that some</p>	<p>No change.</p>	<p>263; 364; 365; 382; 605; 128; 134</p>	<p>John Sisson; Paul Sewell; Sophie Sewell; Kirstyn Sewell; Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council</p>

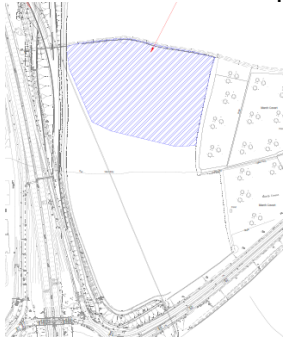
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	people will be able to live close to where they work.			
This will increase further demand for HMO's.	Noted. The new Local Plan also proposes a specific policy to support the Article 4 Direction to guide how planning applications for HMOs in Kegworth should be considered.	No change.	364; 365	Paul Sewell; Sophie Sewell
The HS2 safeguarding has not yet been removed and could theoretically be retained (or reinstated) by any future government.	Noted. At this point, the working assumption that the safeguarding will be lifted. If this position alters, the approach to this site (and others) will need to be reviewed.	No change.	341	LCC Highways
<b>Highways</b>				
Consideration should be given the feasibility of the link under the A453 and how this might impact the SRN.  Site relies on land south of Remembrance Way being developed first, then an engineering solution found to tunnel under an A road into an area at risk of flooding. These are important and significant hurdles.	The site promoters have confirmed that their initial feasibility work demonstrates that a link under the A453 is achievable in technical terms. They also report that the approach would mirror that taken for an underpass under A6 which has been accepted for the proposed new village north of Birstall on the edge of Leicester.	No change.	112; 225; 229	National Highways; St Modwen Logistics; P, W, C & R Redfern
Consideration should be given to how the allocation of this land would affect the ability to deliver future highways improvements to M1 junction 24 and the A453. Whilst this land is not currently safeguarded for a future	Noted. The council's strategic transport modelling (and the transport assessments being progressed by other landowners/ developers) will confirm the necessity for improvements and	No change	134; 112	Kegworth Parish Council; National Highways

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>scheme, given the significant amount of growth proposed vicinity of J 24 (by this Local Plan and the adjacent Greater Nottingham Core Strategy) it is likely that a substantial scheme requiring land outside the existing highway boundary will be required. The Strategic Transport Assessment should determine the traffic impacts of Local Plan growth. The Council needs to consider the transport infrastructure needed and how it will be delivered.</p>	<p>it is hoped and expected that National Highways will be centrally involved in identifying, designing and progressing improvements where needed. Unless and until there is a confirmed scheme which demonstrably requires land within this site, the site allocation is considered appropriate and deliverable. There is no basis to identify part of the site for highway works at the current time.</p>			
<p>There are daily issues at J24 due to traffic volumes including because of accidents on the A50, M1, or A453. Building even more developments in Kegworth is going to cause major delays at peak times. On many occasions the village has been gridlocked due to issues at the motorway island with a large increase in vehicles leaving the A453 to seek an alternative route along Station Road and Whatton Road through the village.</p>	<p>The council's strategic transport modelling will firstly identify the highways impacts of the development being proposed in the area, including on locations outside the district, and then consider whether these can be sufficiently mitigated through road improvement schemes, sustainable transport measures etc . These measures will be identified in the Infrastructure Delivery Plan which will accompany the Local Plan.</p>	No change.	95; 379; 382; 128; 134	Lucy Cave; Fern Sewell; Kirstyn Sewell; Cllr Carol Sewell; Kegworth Parish Council
<p>Increasing numbers of lorries etc will cause further problems on congested local roads including along Sideley and Station Road which are busy and dangerous to cross to get to the</p>	<p>The site promoters would be content to explore the possibility of Refresco using the new junction on Derby Road which could provide the opportunity to</p>	No change	119; 162; 239; 605; 128	Geoff Sewell; David & Hillary Jones; Nigel Taylor; Mark

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>school, playschool, recreation ground etc. HGV access through the village must be limited, especially on Side Ley and Nottingham Road which are unsuitable for such vehicles (7.5 tonne limit is widely ignored). Turning of HGVs from Sideley at the Refresco factory already cause problems as the lorries travel through a residential area of the village and have to turn sharp right at the traffic lights onto Derby Road. This would have further impact due to traffic volume. Narrowing roads and installing one-way systems would prevent this and increase safety for pedestrians and cyclists in our village.</p>	<p>close the Citrus Grove access. Presumably any agreement would come at a cost to Refresco.</p> <p>There is an existing weight restriction on Derby Road close to J24. LCC Highways has confirmed that this would need to be moved eastwards, beyond the proposed access to this site.</p>			<p>Jempson; Cllr Carol Sewell</p>
<p>The Derby Road access would present issues for road safety, parking and flow of traffic.</p>	<p>LCC Highways has not objected to the principle of access on to Derby Road. It is possible that use could be made of the signalised junction on Derby Road agreed as part of the residential consent on the site opposite (14/00541/OUTM; 19/00878/REMM; 19/01757/REMM).</p>	<p>No change</p>	<p>128</p>	<p>Cllr Carol Sewell</p>
<p>The plan should include possible access to the rear curtilage to Refresco which would allow HGVs to avoid the residential areas of Sideley.</p>	<p>The site promoters report that they would be content to explore Refresco using the new junction on Derby Road which could provide the opportunity to close the Citrus Grove access. Presumably any agreement</p>	<p>No change</p>	<p>134</p>	<p>Kegworth Parish Council</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	would come at a cost to Refresco.			
Highways. the ability for further growth to be able to come forward in Kegworth is interlinked with proposals for growth across the wider area, including the Freeport and in the International Gateway (IW1, CD10 and EMP90) and any associated approach to addressing the transport cumulative impacts of such, particularly at M1 J24.	Noted and agreed.	No change	341	LCC Highways
<b>Local services and infrastructure</b>				
Derwent Valley viaduct runs under this site which provides drinking water to Hallgates Service Reservoir near Leicester. This viaduct would need to be fully protected from intense ground-works near its route	It is agreed that reference to the DVA should be added to the policy. The DVA and its easement is a constraint that the site promoters are aware of and they confirm that there would not be building over the DVA. If a diversion is required, this has been factored into their site appraisal work. In whichever scenario, the DVA would continue to function and would be appropriately accommodated within any scheme.	Add a criterion to EMP73(2) to read “ <b>(x) maintenance of the function and integrity of the Derwent Valley Aqueduct which runs beneath the site</b> ”	128; 134	Cllr Carol Sewell; Kegworth Parish Council
<b>Environmental Issues</b>				
Further flood modelling work demonstrates that the current Flood	The Environment Agency is currently working on a project to	For clarity, amend the allocation plan to exclude	208	Curzon Coaker Trust and CHC

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>Zones identified for the northern parcel are fundamentally wrong. Only the low-lying area in the northern half of the site should be classified as Flood Zone 3 and 2. The remainder of the site is elevated 1-3 metres above the 1 in 1000-year flood levels and therefore should be reclassified as Flood Zone 1. A letter from the Environment Agency dated January 2024 confirms a) the EA is updating the Flood Map for Planning in 2024/25; and b) it is likely that the Flood Zones will be reclassified to mirror the extent shown on page 4 of the BWB Technical Note included in this representation.</p>	<p>improve national flood risk mapping, including the Flood Map for Planning. This project, known as National Flood Risk Assessment (NaFRA2), was due to go live by the end of 2024 but a more recent update for the EA suggests this will be Spring 2025. In preparation for NaFRA2, the Flood Map for Planning is not currently being updated.</p> <p>As it stands, the Flood Map for Planning shows this site to be in Flood Zone 3. The site promoters have undertaken additional flood modelling work which finds that only a portion of the site (approximately a third) is within FZ3.</p>	<p>development on the northern portion of the site due to flood risk.</p>		<p>Coaker Children's Settlement</p>
<p>Whilst the Flood Map for Planning currently shows the northern section of the site to be in Flood Zone 3, the Environment Agency has recently accepted a flood map challenge which shows the site to be at lesser flood risk. After NaFRA2 most of the site will lie within Flood Zone 1. This site includes an area which is an engineered flood storage area for the East Midlands Rail Freight Gateway. The flood storage area is for the River Soar. Whilst the Environment Agency have been unable to find detailed drawings of the flood storage area, we have found reference to it in a report</p>			<p>404</p>	<p>Environment Agency</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
on flood storage areas for the River Trent				
The site is in Flood Zone 3. It is unclear whether there is an engineering solution to this. Also, there is no evidence of a sequential test being undertaken, given sites with a lower risk of flooding have been promoted for employment development elsewhere in the district (e.g. Jelsons's land at A42J12).	In response to this work, the EA accepts that after NaFRA2, most of the site (excluding land which is an engineered flood storage area for the East Midlands Rail Freight Interchange and which is inside the site boundary) will lie within FZ1. The area now indicated to be within FZ3 is consistent with the plan supplied by the EA showing the area of flood compensation for the River Soar in connection with the EMG development.		225; 229; 243	St Modwen Logistics; P, W, C & R Redfern; Jelson Homes
This land is partly on flood zone 3. Hydrological changes within the last 10 years will have undoubtedly increased the flood risk for this area. These sites will create more rapid surface run-off and remove volume from the flood plain. Building here will increase the chances of flooding of local properties. We have started to see increased flooding in Sideley and Kegworth Gate as a result of increased building on these floodplains. As a result of climate change, it is unlikely that this will become a drier area. It is difficult to conceive of any mitigation that can be made on these sites.			119; 364; 365; 379; 382; 128; 134	Geoff Sewell; Paul Sewell; Sophie Sewell; Fern Sewell; Kirstyn Sewell; Cllr Carol Sewell; Kegworth Parish Council
As the northern part of the site is located within Flood zone 3, engagement with the EA is advised	It is recommended that the site boundary of the proposed allocation be amended to exclude development from the area shown to be in FZ2/3. This will have no impact on the estimated capacity of the site		341	LCC - Lead Local Flood Authority.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	[note: sites currently within FZ1 are not expected to be affected by the outputs from NaFRA2.]			
This development will detract from the setting of the village overall, the entrance to the historic village and its overall historic character. Village as a whole will lose its appeal and characteristics it is known for. Development will remove an important buffer between Kegworth and the busy road infrastructure.	This site is removed from Kegworth itself and is not located on the main approach route to the village which is Derby Road. An amendment is proposed for the Derby Road site to ensure development is designed in a way to respect and reflect that site's function as a gateway to the village.	No change (but see proposed change for the north of Derby Road site).	239; 364; 365; 379; 605; 128; 134	Nigel Taylor; Paul Sewell; Sophie Sewell; Fern Sewell; Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council
The view from the new housing will be compromised by urban development. Air quality, already poor due to the proximity of EMA, the SEGRO site and the M1 would be further reduced, which represents reduction in the well-being of residents as does the loss of green space and parking issues.	This issue has been considered in connection with the adjoining site (Land north of Derby Road) and a change to the policy has been suggested in response.	No change (but see proposed change for the north of Derby Road site).	605; 128; 134	Mark Jempson; Cllr Carol Sewell; Kegworth Parish Council
Welcome criterion d) which requires a surface water management strategy to ensure against impacts on the Lockington Marshes SSSI.	Noted.	No change.	223	Natural England
The allocation site is located entirely within a Mineral Safeguarding Area for Sand and Gravel in the Leicestershire Minerals and Waste Local Plan (2019-31) (MWLP) . Policy M11 outlines that mineral, including Sand and Gravel, will be protected from permanent	The LCC Planning team has supplied some additional clarification as follows: "Under the 'agent of change' principle, it would be for the developer to mitigate the effects of the sensitive development being	No change.	341	LCC Planning

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>sterilisation by other development. Any forthcoming planning applications for non-mineral development within this Mineral Safeguarding Area should be accompanied by a Mineral Assessment of the effect of the proposed development on the mineral resource beneath or adjacent to it. This is considered especially pertinent in this case given the close proximity of known sand and gravel resources currently extracted and worked at Lockington Quarry and the wider context in that there will be a potential shortfall of sand and gravel reserves within Leicestershire over the period to 2031 of some 7.67 million tonnes based on the production guideline, as detailed within the Leicestershire County Council Local Aggregate Assessment published September 2023.</p>	<p>constructed in proximity to the already operating quarry [Lockington Quarry]. The proposals should not prejudice the continued operation of Lockington Quarry. Lockington Quarry is important in the delivery of a steady and adequate supply of aggregate sand and gravel, in line with paragraph 219 of the NPPF (December 2023). It would also be contrary to paragraph 218 of NPPF and the Leicestershire Minerals and Waste Local Plan to permit other development proposals in Mineral Safeguarding Areas if it might constrain potential future use for mineral working”.</p> <p>This clarifies that the key matter is that development should not prejudice the operation of the nearby Lockington Quarry rather than the site itself being needed for sand and gravel extraction.</p> <p>Given the nature of the proposed employment use, this is not considered to be a barrier to the development of this site. Indeed, a much more sensitive use</p>			

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	(housing) has been permitted on the opposite side of the Derby Road. The policy already stipulates that a Mineral Assessment for sand and gravel will be required in connection with a planning application.			

## RESPONSES TO PROPOSED ALLOCATIONS

<b>EMPLOYMENT</b>	<b>SITE NUMBER: EMP89</b>	<b>SITE NAME: Land at Hill Top, Castle Donington</b>
-------------------	---------------------------	--

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<p>[Clowes strongly support the allocation. There are no known significant constraints and development of the site would be a logical extension to the existing employment development to the north.</p> <p>An appropriate and safe vehicular access to the site can be achieved through Stud Brook Business Park.</p> <p>Support the documentation that would be required for a planning application].</p>	Noted.	No change.	185	Pegasus Group on behalf of Clowes Developments (UK) Limited
<p>[Clowes acknowledge that the Council seeks to allocate 6,000sqm of office space within the site.</p> <p>However, it is acknowledged that the district's office market is much smaller than its industrial market and due to the identified uncertainty of future demand for office floorspace in the District, it is considered that office accommodation is unlikely to be appropriate within the proposed allocation. It is not supported by the Council's own evidence base or the additional evidence provided with</p>	The Plan's overall approach to office needs is discussed in the covering report ( <a href="#">16 December 2024 Local Plan Committee</a> ). In respect of this site specifically, is agreed that industrial/ warehousing should be prioritised over office uses.	<p>Amend part (1)(a) of the policy: Delete the requirement for 6,000sqm of offices and amend the floorspace figure to 17,250sqm for industrial/smaller scale warehousing (Use Classes B2/B8).</p> <p>Add a new criterion to the draft policy that seeks to support the</p>	185	Pegasus Group on behalf of Clowes Developments (UK) Limited

<p>the representation, particularly the updated local office market assessment by NG Chartered Surveyors.</p> <p>The specific requirement for 6,000m<sup>2</sup> of office space should be removed from the allocation and instead:</p> <ul style="list-style-type: none"> <li>• The allocation requires the delivery of approximately 11,850m<sup>2</sup> of employment floorspace (including E(g)(iii), B2 and B8);</li> </ul> <p><b>AND</b></p> <ul style="list-style-type: none"> <li>• The Council provides a pragmatic and supportive policy for office development in out of centre locations if there are no sequentially preferred sites identified in town centres or edge of town centre locations].</li> </ul>		<p>provision of office uses on the site, subject to satisfying a sequential test. <b><u>“(3) The site is also considered suitable for an element of office uses (Use Class Eq(i) and (ii)), subject to a sequential test being satisfied.”</u></b></p>		
<p>[There is no requirement for further development of this land].</p>	<p>The new Local Plan needs to make provision for employment land. The remaining (‘residual’) requirement for general employment land (2024-42) was reported to the <a href="#">13 November 2024 Local Plan Committee Meeting</a>.</p> <p>The amount of employment land that the new Local Plan should identify to support the predicted growth of the district’s economy is substantially higher than when the draft Local Plan consultation was prepared and means that this site, and indeed additional sites</p>	<p>No change.</p>	<p>277</p>	<p>Castle Donington Parish Council</p>

	will be needed to meet the requirements identified.			
[The site is not located in a Mineral Safeguarding Area, and it is not considered that it would affect the mineral safeguarding interest].	Noted.	No change.	341	Leicestershire County Council
[The draft policy wording does not appear to include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues, unlike the draft policies for housing site allocations. This will need to be incorporated as the supporting transport evidence develops].	For employment sites such as this, the main infrastructure impacts are likely to relate to transport and water (drainage and sewerage capacity). The forthcoming Infrastructure Delivery Plan will help identify what new and upgraded infrastructure is needed to support the Local Plan proposals at that point the policy can be updated.	No change.	341	Leicestershire County Council
Site EMP89 is within Flood Zone 1.	Noted.	No change.	404	The Environment Agency
[Opposes the suggested development and calls on the Alliance/Administration to clearly publish their rationale in choosing this site, rather than the other sites put forward by developers at the time].	<p>The new Local Plan needs to make provision for employment land.</p> <p>The remaining ('residual') requirement for general employment land (2024-42) was reported to the <a href="#">13 November 2024 Local Plan Committee Meeting</a>.</p> <p>The amount of employment land that the new Local Plan should identify to support the predicted growth of the district's economy is</p>	No change.	607	Alison Morley (District Councillor)

	<p>substantially higher than when the draft Local Plan consultation was prepared and means that this site, along and indeed additional sites will be needed to meet the requirements identified.</p> <p>All the candidate sites have been assessed using the <a href="#">Site Assessment Methodology</a>. This document explains the process we have followed to identify our preferred sites that are included in the new Local Plan.</p>			
<p>[Hill Top Farm is a non-designated heritage asset. Employment development on the site would harm the landscape setting of the heritage asset].</p>	<p>The site promoters prepared a Heritage Response which concluded:</p> <ul style="list-style-type: none"> <li>• Subject to detailed design, employment development within the Site may result in a minor degree of harm to the significance of Hilltop Farmhouse, via a change in setting, if it were to be considered a non-designated heritage asset.</li> <li>• Any harm would be derived wholly from development of land with which Hilltop Farmhouse is historically associated, which contributes to a</li> </ul>	<p>Add a new criterion the draft policy EMP89(2) to read “<b><u>(x) The overall design respects Hill Top Farmhouse and its setting.</u></b>”</p>		<p>NWLDC Senior Conservation Officer.</p>

	<p>minor degree towards articulation of the farmstead's historic layout and function. By virtue of the existing context, any changes in views from and towards the Hilltop Farmhouse would not be anticipated to result in harm to any significance it may hold.</p> <ul style="list-style-type: none"><li>• While the effect of development on the significance of a non-designated heritage asset represents a material planning consideration under paragraph 209 of the NPPF, non-designated heritage assets and their settings are not afforded statutory protection under the Planning (Listed Buildings and Conservation Areas) Act 1990.</li></ul>			
--	--	--	--	--



## RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: x	SITE NAME: OTHER SHELAA EMPLOYMENT SITES (General needs)	
MAIN ISSUES RAISED [summarised]	COUNCIL RESPONSE AND ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p><b>EMP05 – Land at J12 A42, Ashby</b></p> <ul style="list-style-type: none"> <li>• Contrary to the Council’s assessment, this site is available as a stand-alone employment site as an alternative to it being part of a wider mixed use development (with SHELAA site A7)</li> <li>• The site is suitable and achievable: <ul style="list-style-type: none"> <li>• Access from Measham Road</li> <li>• Excellent access to the Strategic Road Network</li> <li>• Excellent access to workforce</li> <li>• No physical or environmental constraints</li> <li>• Contained visual and landscape impacts</li> </ul> </li> </ul>	<p>This site is removed from the built up area of Ashby and is poorly related to the existing town. It is considered that the most successful approach for this site would be for it to come forward for general needs employment as a component part of a housing-led, mixed use development. A decision to allocate (or otherwise) in the wider area would be driven by housing considerations.</p> <p>No change</p>	243	Jelson Homes
<p><b>EMP38 – Land at 163 Nottingham Road, Ashby (former Ashby Aquatics)</b></p> <ul style="list-style-type: none"> <li>• Site should be allocated for a haulage and transport depot.</li> <li>• There are no fundamental obstacles to a permission being granted.</li> <li>• The site is well related to the Strategic Road Network with excellent connectivity for the haulage sector</li> </ul>	<p>The published assessment of this site states that the Landscape Study identifies that this area has a high sensitivity to visual change. Also, there are extensive ecology issues.</p> <p>The site is subject to a currently undermined planning application (18/00679/FULM) and it is uncertain whether the ecological issues can be overcome.</p> <p>No change</p>	348	David Stanley Transport

## RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: x	SITE NAME: OTHER SHELAA EMPLOYMENT SITES (Strategic distribution)	
MAIN ISSUES RAISED [summarised]	COUNCIL RESPONSE AND ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p><b>EMP80 – Land at Corkscrew Lane, Ashby</b></p> <ul style="list-style-type: none"> <li>The site is subject to a current planning application (23/00427/OUTM).</li> <li>Issues raised in the SHELAA with respect to the River Mease, ecology, highways and accessibility have/are being addressed through the course of the application.</li> <li>The site does not have any other constraints that could impact on its deliverability which could be achieved in the next 1-5 years.</li> </ul>	<p>Before a more final decision can be made on which sites to allocate for strategic warehousing, the outcomes of further work is awaited including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.</p> <p>This is explained in more detail in the covering report and in the <a href="#">13 November 2024 Local Plan Committee</a> report about housing and employment land requirements.</p> <p>No change</p>	204	Paul Fovargue
<p><b>EMP83 - Land adj (NE) of J11 A42 Tamworth Road</b></p> <p><b>EMP84 - Land east of A42 J11</b></p> <ul style="list-style-type: none"> <li>EMP83 and EMP84 are highly sustainable sites which are suitable for employment uses when viewed as a wider strategic land parcel incorporating the intervening land at Heath Lodge [a new site being promoted by the Secretary of State for Transport].</li> <li>Together with Heath Lodge, EMP83 and EMP84 could become a strategic employment allocation to meet long term needs.</li> <li>When viewed together, these sites present an excellent opportunity to compliment</li> </ul>	<p>Before a more final decision can be made on which sites to allocate for strategic warehousing, the outcomes of further work is awaited including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.</p> <p>This is explained in more detail in the covering report and in the <a href="#">13 November 2024 Local Plan Committee</a> report about housing and employment land requirements.</p> <p>No change</p>	215	Secretary of State for Transport

MAIN ISSUES RAISED [summarised]	COUNCIL RESPONSE AND ACTION	RESPONDENTS ID	RESPONDENTS NAME
Merica Park and would assist in building a strong, competitive economy in line with Chapter 6 of the NPPF (2023).			
<p><b>EMP84 - Land east of A42 J11</b></p> <ul style="list-style-type: none"> <li>• misgivings about the site [in the SHELAA] with respect to the River Mease and landscape and visual impacts are misplaced.</li> <li>• it is at least as suitable for development as the draft allocation site EMP82.</li> <li>• it is a deliverable site suitable for allocation and readily capable of being brought forward for employment development, including as part of a land assembly exercise with adjoining land parcels.</li> </ul>	<p>Before a more final decision can be made on which sites to allocate for strategic warehousing, the outcomes of further work is awaited including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.</p> <p>This is explained in more detail in the covering report and in the <a href="#">13 November 2024 Local Plan Committee</a> report about housing and employment land requirements.</p> <p>No change</p>	229	P, W, C & R Redfern
<p><b>EMP87 – Lane east of Ashby</b></p> <ul style="list-style-type: none"> <li>• misgivings about the site [in the SHELAA] with respect to the River Mease, landscape and visual impacts, highways and heritage are misplaced.</li> <li>• this is a deliverable site, suitable for allocation and readily capable of being brought forward for employment development.</li> <li>• An initial illustrative framework plan shows how the site could be developed.</li> </ul>	<p>Before a more final decision can be made on which sites to allocate for strategic warehousing, the outcomes of further work is awaited including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.</p> <p>This is explained in more detail in the covering report and in the <a href="#">13 November 2024 Local Plan Committee</a> report about housing and employment land requirements.</p> <p>No change</p>	225	St Modwens Logistics

This page is intentionally left blank

**EMP90 RESPONSES TO PROPOSED ALLOCATIONS**

<b>EMPLOYMENT</b>	<b>SITE NUMBER: EMP82</b>	<b>SITE NAME: Land north of J11 A/M42</b>
-------------------	---------------------------	---

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
<b>General</b>				
Strongly support for the inclusion of this site as a location for strategic distribution.	Support welcomed. In addition, draft policy for this Potential Location for Strategic Distribution included some requirements which could be adequately dealt with by topic-based policies instead. If this site is selected for allocation in due course, the criteria relating to SUDs, the River Mease and biodiversity net gain can be omitted from the draft policy.	If this site is selected for allocation, omit/amend the following criteria: i. (3)(d) The provision of evidence that assesses and addresses the impact of development on biodiversity <del>and the achievement of biodiversity net gain in accordance with national requirements.</del> ii. (3)(g) Provision for <del>the discharge of wastewater into the River Mease catchment in accordance with the provisions of draft Policy En2 (River Mease SAC).</del>	234;	I M Properties;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Broadly supportive but this is contingent on specific concerns being addressed. [these are included below]	Qualified support welcomed.	None	175; 180;	OD&APC <sup>1</sup> ; Ashby Wolds TC;
Question the need for development in this location. There are sites elsewhere (e.g J10, J12 and at East Midlands Gateway which has railhead access and can align with decarbonization targets and sustainable growth objectives). The availability of unused premises elsewhere should be investigated. Mercia Park is not fully occupied. It only has two occupiers.	The new Local Plan is planning for the new development needed 15+ years into the future. Current evidence suggests that more strategic-scale warehouses will be needed over this time, in addition to the premises which already exist. This means that it is likely that further suitable sites will need to be identified through this new Local Plan. Before a more final decision can be made on which sites to allocate, the outcomes of further work is awaited, including joint work with the other Leicestershire authorities on an updated assessment of strategic warehousing needs.	None	84; 445; 447; 175; 91; 70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 295; 447; 497; 634; 175;	Lizzy Devey Smith; Rachael O'Brien; Michael Godbehere; OD&APC; Netherseal PC; Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Julia Nicklin; Michael Godbehere; Rosemary Logue; Lee Ramsell; OD&APC;

<sup>1</sup> Oakthorpe, Donisthorpe & Acresford Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
This development will not provide any more local jobs as there is a saturation for the tiny surrounding villages already.	Workforce could come from nearby Measham and Appleby Magna and also locations further afield such as Tamworth, Burton, Swadlincote, Ashby de la Zouch and Coalville.	No change.	634;	Lee Ramsell;
The number of jobs created will be low.	The Local Plan does not speculate on the number of jobs which will be created. Rather, the Plan's purpose is to provide the land to enable the local economy to grow as forecast over the next 15+ years.	No change.	175;	OD&APC;
<b>Highways</b>				
Access: A444 Burton Road is an A classified Road with a speed limit of 50mph along the development frontage; access from it would be contrary to Leicestershire Highway Design Guide Policy IN5, 'Our Access to the Road Network Policy'. However, it is also acknowledged that a safe and suitable access may be possible.	Noted. Policy IN5 of the Leicestershire Highways Design Guide seeks to restrict new vehicular access points on to roads with a speed limit of 40mph or more. However, the County Council has revised this policy, adopting a more risk-based approach. As a result, an access on to the A444 is not being ruled out and is not a reason to discount the allocation of this site.	No change.	341;	LCC (Highways);
Access: Another island will need to be installed to facilitate access and exit or at a minimum a set of traffic lights or more probably a combination of both, therefore causing further congestion.	The exact access arrangements would need to be agreed with LCC as the Highways Authority. LCC has acknowledged that an appropriate access to the site may be achievable.	No change.	525; 624;	T. Nicklin; Carol Southerd;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>A444: Concern about the capacity of A444 to accommodate the additional traffic which will be generated.</p> <ul style="list-style-type: none"> <li>• It is not big enough, wide enough and its surface is too poor (potholes) to take more heavy traffic.</li> <li>• It is single carriageway and 30mph for most of its length.</li> <li>• It is becoming a link road to A/M42.</li> <li>• The road is already very busy and we have seen an increase in HGV traffic since Mercia Park opened (despite being told that traffic would use A/M42) and since the ex-Bison logistics site opened in Swadlincote.</li> <li>• Traffic volumes well exceed what is expected for an 'A' road.</li> <li>• It needs upgrading if the development is to go ahead.</li> </ul>	<p>LCC as Highways Authority has not raised 'in principle' concerns about the suitability and capacity of A444 to serve this site. A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network. This in turn limits the use of more local roads.</p> <p>A Traffic Impact Assessment will be required as part of any planning application which will assess the volume, type and routing of traffic which will be generated and the mitigation measures required in response.</p>	<p>No change (but see proposed changes below in response to comments from Derbyshire authorities)</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 295; 444; 447; 448; 451; 452; 453; 454; 455; 457; 458; 467; 477; 479; 481; 540; 541; 560; 602; 622;624; 175; 180; 91; 238;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Julia Nicklin; Lloyd Upton; Michael Godbehere; Bethany Fitzpatrick; Joanne Cunningham-Gardner; Robert Smith; Ian Moreton; Carl Sutton; James Cunningham-Gardner; Toni Rheeston; Angela Eames; Joshua Eason; Katie Smith; Linda Kemp; Eriks Katkovs;</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
				Alan Lees; Judith Lees; Ann Hughes; Christopher Hughes; Lisa Turner; Carol Southerd; OD&APC; Ashby Wolds TC; Netherseal PC; H&BBC;
<p>A444: DCC is aware of amenity issues raised by residents along the A444 corridor with respect to the volumes of HGV traffic, particularly at night. At the appropriate stage in the development process, transport studies should be undertaken to assess the impacts and mitigation needed. DCC requests the following modified wording:</p> <p>"3(a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England, Leicestershire Highways Authority, and cross border liaison with Derbyshire Highways Authority."</p> <p>"(k) any future development on this site would be supported by planning obligations that will include travel plans, freight and logistics plans inclusive of routeing agreements and subject to ongoing monitoring of such</p>	<p>With respect to access, criterion (3)(a) currently states this needs to be agreed to the satisfaction of LCC Highways and Highways England (now National Highways). On reflection, as the access will be onto the local road network, this is a matter for the local highway authority only. It is recommended that reference to National Highways be removed and, consistent with this, no reference to DCC be added to the criterion.</p> <p>With respect to impacts on the wider local road network, this could be included in any future allocation policy.</p>	<p>In the event this site is selected for allocation,</p> <ol style="list-style-type: none"> <li>i. Amend (3)(a) to read "The provision of a safe and appropriate vehicular access to the <b>local</b> road network to the satisfaction of <del>Highways England</del> and Leicestershire Highways Authority."</li> <li>ii. Add a criterion (3)(x) to read "<b>full assessment of the transport impacts of the development and the identification and delivery of mitigation measures</b></li> </ol>	353; 545; 555;	Derbyshire CC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
plans. " This is to ensure traffic impacts are adequately mitigated. Any transport impacts within South Derbyshire associated with development on this site, in terms of highway capacity, safety and local amenity, be identified and satisfactorily mitigated, particularly in respect of HGVs using the A444.		<b>in response to include, as necessary, travel plans and freight and logistics plans inclusive of routeing agreements"</b>		
A/M42: J11 is already overloaded. Traffic backs up along A444 from the J11 roundabout as far as Acresford. Mercia Park traffic (staff and HGVs) contributes to these queues.	It is relevant that National Highways, who has overall responsibility for the A/M42 has not objected to this proposal and nor has the Local Highway Authority with respect to the capacity of A444. At planning application stage, the applicants will be required to produce transport evidence to identify what road improvements will be necessary and this may include changes to the junction itself.	No change.	444; 445; 525;	Lloyd Upton; Rachael O'Brien; T. Nicklin;
A/M42: This proposal will add further traffic to the M42 which is a two-lane motorway that clearly cannot cope with the volume of traffic it already has. J10,11 and 13 already have considerable development built/planned.	The council will undertake transport modelling to assess the cumulative impacts of development (existing, permitted and proposed) on the road network, including in adjacent authority areas. It is relevant that National Highways, who has overall responsibility for the	No change (pending the outcome of transport modelling).	444;	Lloyd Upton;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	A/M42 has not objected to this proposal.			
A42 should be upgraded to motorway standard.	There are no current plans to upgrade A42. This proposal does not, of itself, require such an upgrade.	No change	175;	OD&APC;
Potential impacts on the operation of the [strategic road] network need to be considered as part of a robust transport evidence base and this could be stated more clearly in the policy.	Agreed. The council will undertake transport modelling to assess the cumulative impacts of development (existing, permitted and proposed) on the strategic and local road networks, including in adjacent authority areas. The policy will be amended as necessary in response to the findings.	No change (pending the outcome of transport modelling).	112;	National Highways;
The Council should consider the longer-term consequences of Local Plan growth and whether allocations so close to an SRN junction may preclude the future safeguarding of land for highway improvements.	Noted, however as there are no proposals for significant works to J11, this is not considered to be barrier to the proposal or a justifiable reason to amend the site boundaries.	No change.	112;	National Highways;
If the development goes ahead, HGV traffic from these facilities must be forbidden from using the A444. This type of traffic should be restricted to motorways and nationally managed strategic routes. Improved weight limit signage is needed to steer HGVs away from nearby villages.	A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network which in turn limits the use of more local roads. Whilst an absolute ban on HGVs using A444 is not feasible, Derbyshire CC's representation has identified measures which can be	See suggested additional criterion (3)(x) above.	450; 560; 175; 180;	Stuart Swann; Ann Hughes; OD&APC; Ashby Wolds TC;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	deployed such as routing agreements.			
It is unrealistic to assume that all traffic will use A/M42 to access the site. Workers in particular, and some locally-based suppliers, are more likely to use local roads.	The Council will undertake highways modelling work to identify the implications of the Local Plan's proposals in their entirety and then to identify the mitigation measures needed in response. At planning application stage, there will be more detailed and specific transport assessment to predict the level, type and routing of traffic generated by the development. It is accepted that some journeys will be on local roads. Sustainable transport options are mentioned in the draft policy (criterion (3)(b)). Improved bus services in particular, can help to reduce the number of cars travelling to/from the site.	No change.	451; 453; 525;	Joanne Cunningham-Gardner; Ian Moreton; T. Nicklin;
Local roads through surrounding villages (e.g. Measham, Donisthorpe, Moira and elsewhere) are used as rat runs as an alternative to A444/J11, especially HGVs, resulting in air pollution and disturbance to the residents which would only increase if the development is passed. Rural roads are unsuitable for this amount/type of traffic.	A key reason why locations on motorway junctions are sought after by distribution occupiers is to enable easy access to the strategic road network which in turn limits the use of more local roads. It is nonetheless likely that there will be some increase in traffic on more rural roads, including from employees getting to/from work. Strategic and more	No change.	295; 454; 540; 541; 634;	Julia Nicklin; Carl Sutton; Alan Lees; Judith Lees; Lee Ramsell;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	detailed highway modelling will help identify what mitigation measures will be required in response.			
Netherseal will be significantly impacted. Congestion on A444 will result in the village being used as a cut through route (via Chilcote past Netherseal Primary School and along Gorsey Lane).	A444 is the most direct route north from the site. Some journeys will be on local roads including by employees travelling to/from work. Sustainable transport options will be an important way to bear down on the number of car trips. The forthcoming transport modelling will consider all these factors.	See suggested additional criterion (3)(x) above.	70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 720;	Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Netherseal PC;
Proper traffic assessments and appropriate s106 funds are needed to mitigate the impact on A444 at Overseal.	With respect to impacts on the wider local road network, it is agreed that appropriate reference should be included in the policy.	See suggested additional criterion (3)(x) above.	394; 451;	Helen Mitchell; Joanne Cunningham-Gardner;
Object to any potential additional traffic on the A444 and the only way to avoid this is if the entrance goes on A42.	A direct access onto A42, which is part of the Strategic Road Network, will not be acceptable to National Highways.	No change.	94;	Overseal PC;
Has there been an increase in injury/fatal RTCs in/around J11?	The site's promoters report the following: "A review of publicly available information shows there has been 1 recorded collision on the M42/ A42 since	No change.	444;	Lloyd Upton;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	the initial opening of Mercia Park. This was classed as serious and occurred in July 2022 and was at the northbound offslip of Junction 11, when three HGVs collided into the back of each other.”			
<ul style="list-style-type: none"> <li>• A444 is unsafe.</li> <li>• It is dangerous for pedestrians to walk along A444 in Overseal. Residents need to cross the road for access to the school, shops, church, pub etc</li> <li>• The A444 is unsafe for cyclists as it is and the increase in traffic to this development will not help that and to suggest that cycling will be used as a method of transportation to reach the site is ill advised. The idea of cycle ways and walking paths logistically is ridiculous and totally unsafe.</li> </ul>	LCC Highways holds and monitors road accident data and has not raised an ‘in principle’ safety concern regarding this proposal.	No change.	445; 448; 446; 479; 560; 453; 458; 624;	Rachael O’Brien; Bethany Fitzpatrick; Michelle Richardson; Linda Kemp; Ann Hughes; Ian Moreton; Angela Eames; Carol Southerd;
<ul style="list-style-type: none"> <li>• Public transport in the area is limited and would certainly not be sufficient to allow access from the surrounding villages and to anyone unable to drive to the potential employment opportunities.</li> <li>• Bus service 19a connects Mercia Park and Swadlincote. Developer contributions should be sought toward any necessary enhancement</li> </ul>	Currently the no. 20 bus service connects Tamworth and Mercia Park (6 times per day each way) and the 19A links Burton with Mercia Park (5 times per day each way). Criterion (3)(b) confirms that the site needs to be accessible via a range of sustainable transport options. This may include improvements to the bus	In the event this site is selected for allocation, amend (3)(b) to read “The site being accessible via a range of sustainable transport options, including <b>improved bus services and</b> effective walking and cycling connections”.	602; 634; 91; 545; 555;	Christopher Hughes; Lee Ramsell; Netherseal PC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);

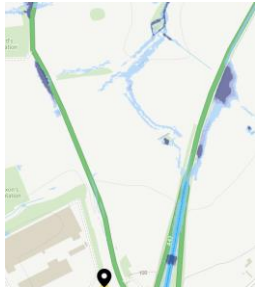
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
to this service (hours of operation; frequency).	services but this could be made clearer.			
Possible impact on PROW identified.	The map accompanying this representation shows that there are no PROWs across the site itself and identifies PROW on land facing the site on the west of A444 and on land to the east of A/M42. It is not considered that the development is likely to have any adverse impact on this wider footpath network. Indeed, the draft policy wording refers to functional links between this and the Mercia Park site and that may result in an overall improvement to public access in this location (e.g. improved crossing of A444).	No change.	192;	Leicestershire Local Access Forum;
<b>Local services and infrastructure</b>				
The development will put pressure on local services. Local infrastructure is already unable to cope.	An Infrastructure Delivery Plan (IDP) is currently in preparation. This will support the Local Plan by outlining the new/improved infrastructure of all kinds which will be needed to support the development proposed in the plan and the funding arrangements for that. Until this work is complete, no specific change to Policy EMP82 is recommended.	No change pending the completion of the IDP.	448; 452; 622;624;	Bethany Fitzpatrick; Robert Smith; Lisa Turner; Carol Southerd;
The draft policy wording does not appear to include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues. Some of this will need to be spent outside NWL.			453; 455; 479; 667; 341;	Ian Moreton; James Cunningham-Gardner; Linda Kemp; Carol Southerd; LCC (Highways)
<b>Environmental Issues</b>				

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>Concern about the reduction in amenity and increase in air pollution resulting from increased traffic on A444. This affects a number of villages (Overseal, Castle Gresley, Stanton. Netherseal is also mentioned). 24-hour operations of the existing Mercia Park site is disruptive with residents with traffic and HGVs along A444 at night as well as during the day. Residents are impacted by vibrations and noise. Residents' wellbeing is adversely affected, including from disturbed sleep. Queuing traffic will further worsen air quality.</p>	<p>HGV movements are, on the whole, the source of the concerns raised. Measures such as routing agreements and freight and logistics plans may be deployed to help control HGV movements. In response to this and an earlier representation, policy reference to such measures is recommended.</p> <p>Policy En6 of the draft Local Plan deals with air quality and signals that an air quality assessment will be required for proposals likely to have a significant impact on air quality. The next iteration of the plan will include additional detail in support of this approach</p> <p>In terms of the current position, South Derbyshire DC's latest <a href="#">Air Quality Status Report (2024)</a> identifies that there has been a small but definite improvement in NOx levels along A444 and in Church Gresley and Overseal over the past 5 years. In all cases NOx levels are below the annual average Objective level.</p>	<p>See suggested additional criterion (3)(x) above</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 446; 448; 449; 450; 451; 452; 453; 454; 457; 458; 458; 467; 477; 479; 481; 497; 525; 535; 560; 561; 622;624; 634; 238;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O'Brien; Michelle Richardson; Bethany Fitzpatrick; Julie Matthews; Stuart Swann; Joanne Cunningham-Gardner; Robert Smith; Ian Moreton; James Cunningham-Gardner; Toni Rheeston; Angela Eames; Joshua Eason; Katie Smith; Linda Kemp; Eriks Katkovs; Rosemary</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
				Logue; T. Nicklin; Edward Latimer; Ann Hughes; Stephen Sharpe; Lisa Turner; Carol Southerd; Lee Ramsell; H&BBC;
<ul style="list-style-type: none"> <li>• Warehouses do not respect the surrounding countryside. They will be a blot on the landscape and change the character of the area from rural to industrial.</li> <li>• Countryside needs to be untouched to provide a buffer to built-up areas.</li> <li>• Loss of green space.</li> </ul>	<p>Faced with a need for more land for large scale warehouses (although the amount is to be confirmed), the council has undertaken a comprehensive assessment of the sites available and their attributes. This site is one of the ones which performed the best in this assessment. The outcome of further work is awaited, including joint work with the other Leicestershire authorities on strategic warehousing needs, before a decision on sites to allocate is made.</p> <p>Development here will result in the loss of countryside and green space and a change to the character of the site albeit that Mercia Park and infrastructure of J11 are already urbanising influences. The policy could be improved by expanding the criterion about design.</p>	<p>In the event this site is selected for allocation, amend criterion (3)(i) as follows: <del>“A satisfactory design and layout</del> <b>An overall design approach which addresses the visual and landscape impact of large-scale buildings in this location through a comprehensive set of measures”</b></p>	451; 452; 175; 634;	Joanne Cunningham-Gardner; Robert Smith; OD&APC; Lee Ramsell;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Layout and boundary treatments should be designed to limit so far as possible the negative visual impact upon the A444 (which currently has pleasing rural aspects) and the rural character of South Derbyshire to the north west.	With respect to boundary treatments, it is considered that criterion (3)(c) adequately addresses this matter. Visual impacts will be addressed by the amended design criterion described above.	No change but see the amended criterion (3)(i) above.	175; 545; 555;	OA&DPC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);
Irreversible impact on wildlife, habitats and the wider ecosystem.	The LCC Ecology team has observed that, subject to the appropriate retention of hedges, development of this arable site would not raise an ecology concern. The policy does not currently include a requirement to retain existing hedgerows; this oversight needs to be addressed.	In the event this site is selected for allocation, amend criterion (3)(c) to read "The provision of an appropriate landscaping scheme <b>which (i) retains the existing hedgerows which have biodiversity value and also help to contain the site;</b> and <del>also</del> <b>(ii)</b> includes <del>both</del> extensive boundary treatments and <del>also</del> internal planting, to limit the impact.....".	70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 451; 452; 455; 457; 458; 624; 634; 91;	Jacqui Sampson; Nathan Grix; Neil Sampson; Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O'Brien; Joanne Cunningham-Gardner; Robert Smith; James Cunningham-Gardner; Toni Rheeston; Angela Eames; Carol Southerd; Lee Ramsell; Netherseal PC;

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> <li>Fields are needed for surface water run-off. Flooding will increase if the land is concreted over. Alteration of the natural hydrology, including by land regrading, changes drainage patterns and can lead to increased flooding elsewhere. The proposed development will discharge into the Mease at an earlier point (compared with Mercia Park) raising the probability of increased flooding in that area and further down.</li> <li>Increased run-off from the existing Mercia Park site has affected watercourses (including the River Mease) elsewhere and has affected the flood plain in Netherseal and Chilcote. There is the concern that the mitigation measures for Mercia Park were not as effective as required.</li> </ul>	<p>It is of note that neither the Environment Agency or LCC in its role as Local Lead Flood Agency have objected to this proposal. The site is FZ1. There are selected parts of the site which are at some risk of surface water flooding although mostly this is a low level risk (&lt;1% chance each year).</p>  <p>The proposed policy requires a surface water drainage strategy (criterion (h)). It also requires a Flood Risk Assessment but as the site is in FZ1, this is not necessary.</p>	<p>In the event this site is selected for allocation, omit the following: “(f) <del>The provision of a Flood Risk Assessment</del>”.</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165; 445; 451; 455; 84; 295; 389; 457; 525; 624; 91;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson; Lizzy Devey Smith; Julia Nicklin; Clifton Campville with Thorpe Constantine PC Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Rachael O'Brien; Joanne Cunningham-Gardner; James Cunningham-Gardner; Toni Rheeston; T. Nicklin; Carol Southerd; Netherseal PC;</p>
<p>The site is in the River Mease SAC. Further development along the A444 corridor would only exacerbate the risk of nutrient pollution and flooding,</p>	<p>The site lies within the River Mease Catchment. Natural England (NE) observe that this gives rise to concern regarding</p>	<p>In the event this site is selected for allocation, amend criterion (3)(h) to read “A surface water</p>	<p>70; 74; 76; 77; 79; 80; 82; 84; 157; 160; 165;</p>	<p>Jacqui Sampson; Nathan Grix; Neil Sampson;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>endangering the delicate balance of this protected ecosystem. The loss of vegetation and natural water absorbing features will exacerbate this.</p> <p>Effective surface water drainage is required to prevent any additional runoff that may affect land and watercourses within South Derbyshire, including the River Mease.</p>	<p>water quality, from both the construction and operational phases of the development. NE advise that a construction management plan for surface water during construction would be required, as well as suitably designed SuDS to treat water during operation. Provided surface water from the site is dealt with appropriately (similar to the drainage strategy for Mercia Park), NE considers that impacts on the River Mease SAC could be minimal.</p> <p>These matters are addressed in criterion (h) although it doesn't specifically mention SUDs which is an oversight.</p>	<p>drainage strategy <b>which focuses on SUDs and</b> <del>which</del> demonstrates how..."</p>	<p>447; 91; 545; 555;</p>	<p>Michael Stone; Becki Winter; Jodi Winter; Gemma Price; Lizzy Devey Smith; Caroline Arrowsmith-Bates; Ben Tabiner; Daniel Wayne; Michael Godbehere; Netherseal PC; South Derbyshire DC; Cllr Amy Wheelton (SDDC);</p>
<p>Site is in the National Forest. The attractiveness of the area for tourism will be affected by this development.</p>	<p>At planning application stage, the development will need to be designed in a way which reflects its position in the National Forest in accordance with draft Local Plan Policy En3 (also adopted Local Plan Policy En3). It is not considered that the development of this site will, of itself, affect or undermine the function of the National Forest.</p>	<p>No change.</p>	<p>444; 445; 447; 451; 454; 455; 458; 622;634;</p>	<p>Lloyd Upton; Rachael O'Brien; Michael Godbehere; Joanne Cunningham-Gardner; Carl Sutton; James Cunningham-Gardner; Angela Eames; Lisa Turner; Lee Ramsell;</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
There will be impacts on protected trees.	Trees along the northern boundary of the site are subject to a Tree Preservation Order. This gives the trees explicit protection and no expectation or intention that these trees will be damaged by the development proposed.	No change.	458; 624;	Angela Eames; Carol Southerd;
Concern about the loss of productive farmland at a time when food security is important.	Regional records suggest this land is of Grade 2 agricultural land quality. The NPPF states that “Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development” (footnote 62). This means that the development of agricultural land is not of itself a reason to resist development. It is a factor to weigh in the planning balance.	No change.	295; 525;	Julia Nicklin; T. Nicklin;
Any industrial buildings, and on this site in particular, should be required to be designed to accommodate photo-voltaic panels.	At planning application stage, development will need to accord with all relevant requirements for	No change.	295; 525;	Julia Nicklin; T. Nicklin;

<b>MAIN ISSUES RAISED</b>	<b>COUNCIL RESPONSE</b>	<b>ACTION</b>	<b>RESPONDENTS ID</b>	<b>RESPONDENTS NAME</b>
	reducing carbon emissions (see draft Local Plan Policy AP4).			

GENERAL..... 21

    1 – Process/Freeport designation..... 21

    2 - Location ..... 24

    3 - Site boundary ..... 27

    4 – Need for employment land..... 28

    5 – Justification for this development..... 29

    6 – Jobs & economy ..... 35

    7- Support ..... 37

    8 – Government/economic policy..... 38

    9 – Cumulative impacts ..... 39

HIGHWAYS..... 40

    1 – Access..... 40

    2 – Highways capacity..... 41

    3 – Road safety ..... 44

    4 – Sustainable transport..... 45

LOCAL SERVICES AND INFRASTRUCTURE..... 46

    1 – Impacts on the airport..... 46

    2 – Infrastructure ..... 47

ENVIRONMENTAL ..... 48

    1 – Landscape and topography ..... 48

    2 - Townscape ..... 50

    3 - Ecology ..... 52

    4 - Heritage ..... 55

    5 – Flooding ..... 58

6 – Impacts on residents ..... 61

7 – Agricultural Land..... 65



## RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP90(Part)	SITE NAME: Land south of East Midlands Airport
------------	-----------------------------	--

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>GENERAL</b>		
<b>1 – Process/Freeport designation</b>		
<ul style="list-style-type: none"> <li>Concerned by the undemocratic and opaque process of central government – with the participation of NWLDC - imposing the development due to it Freeport status.</li> <li>There has been a refusal by those behind the Freeport project to provide coherent information other than in the most general terms. The Freeport Business Case has been withheld despite requests for it.</li> <li>The proposal needs to be considered locally with regards to its suitability by those who know the land and its communities not by those without intimate knowledge of the area.</li> <li>There has been little/no public consultation.</li> <li>The plans have been in train for years but were not made public. They are not ‘proposals’. It is a fait accompli.</li> </ul>	<p>NWLDC’s role as the Local Planning Authority preparing the new Local Plan for the district (and determining planning applications) is distinct and separate from its representation on the Freeport Board. Whilst land south of the airport has been awarded Freeport status by the Government, this does not mean that development can go ahead; a decision on the planning suitability of the site is yet to be made. Local people are able to be centrally involved in each of the planning processes which are currently underway (Development Consent Order; planning application; Local Plan process). The East Midlands Freeport Full Business Case (April 2022) is now available on the <a href="#">East Midlands Freeport website</a>.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> <li>The Local Plan is compromised by the Government's intervention designating the Freeport</li> </ul>		
<p><i>Respondents: Sarah-Jane Varley (67); Julia Matthew (90); Stuart Dudley (102); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Delia Platts (137); Michael Doyle (138); David Bamford (170); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); Erika Wood (210); Andy Foxhall (217); Christopher Howell (241); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Janet Allard (271); Mervyn Johnson (284); Jacqui Donaghy (299); Stephen Smith (305); Emma Haycraft (306); Nichola Miller (313); Elizabeth Jarrom (315); William Jarrom (316); Kath Taylor (323); Ron Taylor (324); Alison Millward (343); Tony Wilson (351); Vanessa Johnson (354); J. Smith (373); Nicky Miller (374); Jim Snee (376); Jacqueline Butterworth (384); David Fenny (388); Tim Wagstaff (429); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Marie Brierley (638);</i></p>		
<p>The airport had no intention to develop the land for its purposes in June 2021. The inclusion of the land is a result of Ratcliffe Power Station being kept on line for longer than expected. EMA/ SEGRO are using the situation to "slip in" the land into the Freeport.</p>	<p>NWLDC's role here is to decide the new Local Plan's approach to the designated Freeport land. The motivations and positions of the landowners is not, of itself, a planning matter.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>
<p><i>Respondents: Richard Brackenbury (117);</i></p>		
<p>The Freeport designation is referred to as a "material consideration". It should be totally disregarded. If the opaque and commercially driven designation is given any weight, it could allow a development to succeed which had been attempted, but failed, several years ago merely due to the "cover" of the Freeport. The designation should have little, if any, bearing on NWLDC deciding whether the site should be allocated for strategic distribution.</p>	<p>The Government's designation of the land as a Freeport is a factor in favour of the proposal to be considered as part of the overall planning balance.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Long Whatton &amp; Diseworth Parish Council (189);</i></p>		
<p>Where is the joined-up thinking of the three counties of Derbyshire, Nottinghamshire and Leicestershire? Why does NW Leics (and</p>	<p>The three counties are involved in the East Midlands Freeport, however the matter at issue is the new Local Plan's approach to</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
particularly Diseworth) appear to be bearing the brunt of this?	land south of the airport which is specifically the responsibility of NWLDC. Also, at the present time no formal strategic planning that goes beyond individual district/borough boundaries.	
<i>Respondent: Michael Doyle (138); Janet Allard (271); Karen Oliff (593);</i>		
The Freeport incentives and benefits do not justify rushing planning consents.	The consultation document stated that some of the Freeport incentives were due to cease in 2026. This is not now the case; the end date has been extended to 2031. That aside, the point being made is understood; the development's planning merits and otherwise need to be fully considered before deciding whether it should go ahead.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167); Garry Needham (285); Tim Burrage (390);</i>		
The council should stand up to the Government's designation in defence of the local community and democracy. NWLDC is being pushed around by Leicester County and City Councils, Freeport and Dept of Levelling Up. Questionable business practice.	Only the Government can reverse its decision to designate the Freeport. NWLDC's role as the local planning authority is to a) decide the content of the new Local Plan; b) determine the planning application on the Manchester Airports Group land; and c) contribute to the Development Consent Order process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Jamie Donaghy (167); Erika Wood (210); Andy Foxhall (217); Louis Della-Porta (249); S. Smith (372); Karen Oliff (593);</i>		
The Freeport designation may confer freedom from certain planning controls for the future occupiers of the site. This is a concern given the proximity of the site to Diseworth.	The Freeport designation and the powers that this infers is for government to determine.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Erica Morris (246);</i>		
Question whether this land would be considered for development without the Freeport designation.	In short, this is an impossible question to answer and in any event the answer is largely academic. The fact is that the designation has been made.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Max Crosby-Browne (247); Janet Allard (271); Karen Oliff (593);</i>		
This designation does not follow any existing planning policies and does not refer to any evidence for the need for such a site	The Government's consideration of the Freeport proposal did not include an assessment of the planning merits (or otherwise) of the site. That is a matter for the planning process, be it the Local Plan, the DCO process and/or a planning application. The Government's decision to confirm the designation does indicate that it considers there is a need for the development. Further, the Council has its own evidence that indicates that additional employment land is needed.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Tim Burrage (390);</i>		
<b>2 - Location</b>		
Development is being concentrated in single area.	The area centred on the northern parts of A42 and M1 was identified as a location for growth, called the Leicestershire International Gateway in the Leicester and Leicestershire Strategic Growth Plan (2018) which predates the Freeport designation. The council has considered and compared all the potential sites in the Strategic Housing and Employment Land Availability Assessment (SHELAA). The draft Local Plan is planning for substantial amounts of housing and employment development elsewhere, notably at Coalville, Ashby and Castle Donington with smaller amounts to villages in the district. The council's decision making has also been informed by a Sustainability Appraisal which considered	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	alternative housing and employment strategies.	
<i>Respondents: Stuart Dudley (102); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); David Fenny (388); (and others)</i>		
Local people and local businesses will not benefit from having the Freeport on their doorstep.	. The role of the planning system is to judge whether, in planning terms, the <b>overall</b> benefits of the development are greater or less than the harms.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<i>Respondents: Stuart Dudley (102); Judith Billington (103); Chris Peat (123); Joanne Hunt (253); Stephen Vigor (632); Marie Brierley (638);</i>		
In the settlement hierarchy Diseworth is restricted to limited growth within the defined Limits of Development. This should be respected and not swept aside at the whim of the Government.	EMP90's proximity to the airport, East Midlands Gateway and the motorway network informed the Government's Freeport decision. As a result, a key issue becomes whether EMP90 can be developed in a way which adequately maintains separation between the village and the Freeport development. The proposed Limits to Development in the draft Local Plan, which do not include EMP90, reflect Diseworth's status as Sustainable Village suitable for limited growth.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Richard Brackenbury (117); Peter Onyon (203); Max Crosby-Browne (247); Diseworth Heritage Trust (308);</i>		
Diseworth and its vicinity has seen significant development in recent history. There has to be a point at which this cumulative development is considered enough and is halted.	Evidence being prepared for the new Local Plan considers the added impact of the proposed development in addition to what already exists and has planning permission. For example, transport modelling will consider the additional traffic generated on top of existing levels. Similarly, landscape assessment appraises the landscape impact of proposed housing and employment developments in the context of what is already there. In the end it will be a planning judgement about whether a cumulative	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	threshold (of whatever type) has been breached.	
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Cllr Carol Sewell (128); Michael Doyle (138); Pauline Needham (292);</i>		
Siting of such a development should be based on an evaluation not the convenience of landowners agreeing to an option with developers.	As outlined elsewhere, a decision on the <b>planning</b> suitability of the site is yet to be made. This will need to be based on a thorough evaluation as the respondent suggests.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Annette Della-Porta (302);</i>		
The Council should consider all the development proposals around the airport and Junction 24, including Isley Woodhouse, and reflect very carefully as to whether a satisfactory form of development can be created there, and if so how it can be funded and delivered.	The planning merits and otherwise of EMP90 will be decided through the DCO process but the Council's working assumption, so that the Local Plan can be progressed, is that the Freeport will go ahead (see covering report). In respect of other aspects of the Local Plan (e.g. IW1), at this stage the Council considers that a satisfactory form of development can be achieved. It is nonetheless recognised that there is important further work to do, including with respect to infrastructure planning, transport modelling and viability assessment which will confirm whether this is the case.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: CPRE Leicestershire (220).</i>		
Will the lights from the development distract pilots?	Subject to the views of the airport and relevant regulatory bodies, there may need to be controls over the location and direction of lighting. As part of the DCO application, the Planning Inspectorate requires the lighting requirements during construction and operation to be described and to include details of any temporary or permanent,	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	daytime or night-time lighting (taken from the EIA Scoping Opinion).	
<i>Respondent: Kathryn Hutchinson (304);</i>		
The location is unsuitable.	Noted. The draft Local Plan identified a number of key concerns with development in this location (traffic, landscape, heritage and amenity impacts). Further assessment, in particular through the DCO process, is needed to determine whether negative impacts can be mitigated and/or outweighed by the benefits of the proposal.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Sarah Gascoigne (321); Kevin Walker (336);</i>		
<b>3 - Site boundary</b>		
The proposed boundary and indicative landscaping buffer are arbitrarily drawn and not based on technical evidence.	Developers' proposed schemes show development unacceptably close to Diseworth. This would impact on the stand-alone character of the village, on its relationship with its surrounding rural hinterland and potentially have an overbearing effect on residents living on the eastern side of the village. As a minimum, development needs to be located further away from the village edge and the revised boundary and landscaping is a response to that. The plan in the consultation document was indicative and was intended to show why the boundary needed to be moved away from Diseworth. The suggested approach may change as more detailed information becomes available.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233)</i>		
The proposed reduction in the site area, compared with the extent of the designated	The revised boundary and landscape buffer would secure an improvement compared with	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
Freeport land, is inadequate. It will do little, if anything, to preserve the heritage and landscape adjacent to Diseworth or limit/mitigate 24-hour continuous noise pollution, light pollution and air pollution visited on both Diseworth and Long Whatton.	the developers' proposed schemes. The suggested approach may change as more detailed information becomes available.	for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Jacqui Donaghy (299);</i>		
<b>4 – Need for employment land</b>		
MAG land is uniquely placed to meet the identified need for strategic B8 in planning and economic terms even without the Freeport designation and should be allocated in its entirety	Noted. The covering report sets out an interim approach for strategic warehousing so that transport modelling for the Local Plan can be commenced.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233)</i>		
There is no evidence that the site satisfies an “immediate need for additional employment land” (adopted Local Plan Policy Ec2).	The role of the new Local Plan is to positively identify sites to meet future development needs. That is the exercise which is being undertaken and will inevitably mean identifying sites for development which would not be permitted under the terms of the adopted Local Plan. The requirements of the adopted plan, in this case Policy Ec2, will be superseded by the new plan once it is adopted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Richard Brackenbury (117); Protect Diseworth (115);</i>		
The MAG/EMA application looks to develop some 125,000sqm of warehousing on a part of the EMP90 site. NWLDC calculate the requirement for office space/warehousing for the next 15 years is 125,000 sqm. Para. 5.2 lists the 6 sites considered best suited to provide this requirement which provide a total	The figures quoted (from Table 3 in the Proposed Site Allocations consultation document) relate to general needs employment only. There will be a separate requirement for strategic warehousing but the requirement figure is not yet known. The Freeport site, if it goes ahead, will be predominantly for strategic warehousing.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
of 127,710 sqm. Any further industrial floorspace on EMP90 is totally unnecessary. The addition of 400,000 sqm of industrial space [NWLDC SHELAA 2021, Page 171], on the proposed Freeport makes a nonsense of the entire employment land requirement strategy . It would create a massive over-supply.		
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jim Snee (376);</i>		
The district council should liaise with the Nottinghamshire authorities to ensure they are meeting their needs for strategic warehousing within the M1 corridor. Unmet needs will place further pressure on sites in NWLDC.	The District Council does monitor the Greater Nottinghamshire authorities' approach to strategic warehousing as part of its consideration of emerging Local Plans for that area.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton &amp; Diseworth Parish Council (189);</i>		
The consultation document/draft policy envisages this site coming forward specifically in response to identified need for further strategic distribution, whereas in practice the Freeport vision for this site may demand more of a mixed-use. Not clear how the current draft policy would respond to such a proposal.	It is now recognised that EMP90 is likely to deliver a mix of strategic warehousing and industrial floorspace. The employment land supply tables in the covering report reflect this position.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Leicestershire CC as Highways Authority (341);</i>		
<b>5 – Justification for this development</b>		
There are empty warehouses elsewhere which cannot find tenants e.g. East Midlands Distribution Centre; Barton Lane site off Remembrance Way	The need for additional employment land is on top of what is already built and has planning permission. Just as some new build houses will be vacant until they are sold, the same is true for commercial premises and is a sign of a functioning property market. Also, the new Local Plan is planning for a 15+ year	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	period. Not all the land being allocated is needed now but it will be needed within that 15-year horizon.	
<i>Respondents: Peter Forster (3); Emma Ward (53); Alison Evans (57); Audrey Brooks (64); Susan Hurley (69); Robert Evans (73); Julia Matthew (90); Stuart Dudley (102); Peter Onyon (203); Alan Wade (274); Mervyn Johnson (284); Caroline Reffin (300); Bill Cunningham (301); Dave Hawtin (306); Kim Alcock (310); Janet Moorhouse (329); Kevin Walker (336); Vanessa Johnson (354); Sally Simpson (371); David Fenny (388); Chris Duggan (427); Aimee Ridler (625); Nigel Lane (629); Stephen Vigor (632);</i>		
<p>Better, alternative sites exist elsewhere e.g.</p> <ul style="list-style-type: none"> <li>• Ratcliffe on Soar Power Station where there is existing infrastructure;</li> <li>• A453 north of J25 has been improved;</li> <li>• A453 toward Nottingham/near Clifton where building is on-going;</li> <li>• Brownfield land;</li> <li>• Toton (including HS2 land)</li> <li>• Along A50 corridor</li> <li>• Willington Power Station site</li> <li>• A46 corridor</li> <li>• land surrounding existing industrial sites at Bardon Hill, West Hallam, Langley Mill or Appleby Magna.</li> <li>• North on M1</li> <li>• South of Kegworth bypass</li> <li>• HS2 land at Long Eaton</li> </ul>	<p>EMP90 is unique as it is the only large scale site in the district that is a designated Freeport. The specific benefits that pertain to the site are not available elsewhere. The Council has considered all alternative, available sites in the district and the outcomes of this detailed assessment are published on the <a href="#">council's website</a>.</p> <p>As part of its submissions for the DCO, the applicant (SEGRO) will be required to consider 'reasonable alternatives' to its proposals</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Alison Evans (57); Diane Wilby (60); Sadie Dunmore (66); Marie Slevin (68); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Alan Clark (105); Susan Smith (111); Richard Brackenbury (117); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Janet Hutchinson (154); Laura Dudley (155); Angela Bamford (194); Lesley Allman (198); Alastair Hutchinson (222); Janet Allard (271); Charles Brompton (272); Alan Wade (274); Samantha Wade (275); Kathryn Hutchinson (304); Emma Haycraft (306); Dave Hawtin (306); Neil Curling (309); Jacqueline Quinton (312); Nichola Miller (313); Janet Moorhouse (329); Stephen McIver (330); Amy Dunmore (349); Jennifer Onyon (358); J. Smith (373); Nicky Miller (374);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Annabel McCrorie (383); David Fenny (388); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Robert Ridler (636); Hannah Robinson (653);</i>		
The development is simply not needed/is too big.	Additional employment land is needed to accommodate the economic growth which will happen over the next 15+ years.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Susan Hurley (69); Tim Wagstaff (429); Helen Warren (503);</i>		
Alternative scenarios (to developing the Freeport site) have not been considered e.g other locations, other options	The site has been designated by government as Freeport. The covering report explains the Council's proposed approach which centres on identifying the factors that will need to be addressed through the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Susan Smith (111);</i>		
Sweeping assumptions are made about the benefits of the proposal e.g. what evidence demonstrates to how many people would consider relocating there and what businesses have been asked to comment?	The application for Freeport status was supported by a <a href="#">Full Business Case</a> which the Government considered before deciding to confirm the designation. The weighing up of the environmental, economic and social impacts of the proposal, both positive and negative, will now primarily be a matter for the DCO process rather than the Local Plan.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Jim Snee (376);</i>		
The proposal is contrary to adopted Local Plan Objectives including those concerned with a) health & wellbeing; b) high quality housing stock reflecting local context; c) effective flood prevention; d) preservation of	The role of the new Local Plan is to positively identify sites to meet future development needs. This will inevitably mean identifying development sites which would not be permitted under the terms of the adopted Local Plan. The requirements and objectives	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>natural and rural heritage; e) protecting the natural environment.</p> <p>It is also contrary to Policy S3 – Countryside, the plan’s approach to noise generation and to the adopted Local Plan’s policies and requirements more generally.</p>	<p>of the adopted plan will be superseded by the new plan once it is adopted.</p>	
<p><i>Respondent: Protect Diseworth (115); Cllr Carol Sewell (128); Cllr Ray Sutton (405); Richard Brackenbury (117); Max Crosby-Browne (247); Shirley Briggs (539);</i></p>		
<p>The proposal is contrary to the NPPF including with respect to the intrinsic character and beauty of the countryside and sustainability (air pollution, congestion, carbon footprint, loss of farmland).</p> <p>It is also contrary to the NPPF’s three dimensions of sustainable development.</p>	<p>The NPPF also, for example, requires local planning policies to provide for the future development needs (paragraph 11b) including for storage and distribution uses of varying scales (paragraph 87). The Local Plan will need to take into account the NPPF as a whole and decide on a reasoned and reasonable approach overall. This can mean balancing apparently competing objectives.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Richard Brackenbury (117); Jim Snee (376); Morwenna Mitchell (377);</i></p>		
<p>In conjunction with other proposed development nearby, the proposal also contravenes the Wildlife and Countryside Act 1981 and the Climate Change Act 2008.</p>	<p>The principal legislation which governs the preparation of Local Plans includes the Planning and Compulsory Purchase Act (2004) and the Town and County planning (Local Planning) (England) Regulations 2012. The National Planning Policy Framework is a further material consideration which directs, amongst other things, that Local Plans should be prepared with the intention of meeting development needs in full. The Council is not aware that the emerging Local Plan contravenes the legislation mentioned in this representation and to date none of the statutory agencies have identified such a conflict.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Morwenna Mitchell (377);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>The proposal conflicts with other laudable objectives and policies in the draft LP including those which promote well-being, caring for the countryside, flooding, pollution, air quality, climate change, sustainability, employment, heritage and more.</p>	<p>Achievement of the plan's objectives should be considered in the context of the plan as a whole rather than individual proposals. In addition to the ones mentioned, the plan also has an objective about meeting the needs of the economy, including through the identification of sites for development.</p> <p>A role of the new Local Plan is to positively identify sites to meet future development needs in a sustainable way. By positively identifying development sites, the council is better placed to resist unsuitable, unplanned development elsewhere.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Michael Doyle (138); Long Whatton &amp; Diseworth Flooding Working Group (199); Erika Wood (210); Andy Foxhall (217); Patricia Jackson (227); Erica Morris (246); Louis Della-Porta (249); Janet Allard (271); Karen Oliff (593);</i></p>		
<p>One of the powers enshrined in the Freeport legislation is the ability to designate any development within 45km as being part of the Freeport and benefiting from its incentives. The Freeport should work harder to find land within this 45km area which meets the key criteria and protects Diseworth.</p>	<p>The designation of the land south of the airport is confirmed. However, as part of its submissions for the DCO, the applicant (SEGRO) will be required to consider 'reasonable alternatives' to its proposals.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Max Crosby-Browne (247);</i></p>		
<p>If the Freeport [and Isley Woodhouse] are sanctioned, NWLDC will have failed against their own existing policies and statutory duties. on environmental protection, carbon net zero targets [ref: Reg 18 3.5 NPFF environmental objective] and statutory duties to safeguard their constituent's quality of life. [ref: Reg 18 3.5 NPFF social objective]. These</p>	<p>The Local Plan and Development Consent Order processes are both subject to independent assessment which will identify if there have been any statutory failures.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
developments are likely to be irreconcilable with policies.		
<i>Respondent: Long Whatton &amp; Diseworth Flooding Working Group (199); Louis Della-Porta (249);</i>		
We need developments far smaller in scale which are appropriate to the area and able to balance with environmental and rural policies.	It is agreed that there is also a need for smaller scale employment sites in addition to the larger sites suited to strategic scale distribution. The new Local Plan will aim to provide for both.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Louis Della-Porta (249);</i>		
The proposal concentrates the Leicestershire industrial shed demand in one location placing a disproportionate burden on local infrastructure. It makes more strategic sense to build the industrial units close to existing areas of population where there is real demand for jobs.	The Leicester & Leicestershire authorities are working together on a study to advise on how best to distribute sites for strategic warehousing across the county. Although the district has attributes which are favoured by the strategic warehousing sector, there is no requirement or expectation that all the Leicestershire demand will have to be met in North West Leicestershire district.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Louis Della-Porta (249);</i>		
<ul style="list-style-type: none"> <li>• The exact merits of the designation must be fully detailed to ensure there is justification for the deviation from existing planning policies and procedures. This should limit the nature of any activity on the site to that which was used to justify the economic benefits at the expense of a rigorous planning examination of such benefits.</li> <li>• The economic benefits of the development must show that they exist in absence of the financial benefits received i.e. the economic</li> </ul>	The weighing up of the environmental, economic and social impacts of the proposal, both positive and negative, will now primarily be a matter for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
benefits must not be present simply due to financial incentives.		
<i>Respondent: Tim Burrage (390);</i>		
<b>6 – Jobs &amp; economy</b>		
<ul style="list-style-type: none"> <li>• Unemployment locally is low. The jobs are not needed. The area does not need levelling up.</li> <li>• The jobs will be low paid/low quality.</li> <li>• The jobs will be relocated from elsewhere as firms take advantage of the tax incentives.</li> <li>• Loss of workers' rights</li> <li>• People working in these low-grade jobs will not be able to afford to live locally, including in the new homes being proposed at IW1.</li> </ul>	<ul style="list-style-type: none"> <li>• The Local Plan looks ahead 15+ years; additional jobs will be needed over that period. The Government has confirmed the Freeport designation which signals its belief that additional jobs will benefit the local economy and local communities.</li> <li>• An analysis of job creation is included in the Council's <a href="#">Freeport-housing implications</a> report.</li> <li>• SEGRO report that more than 10% of the jobs at East Midlands Gateway fall within the highest skilled occupations (Groups 1 – 3). They indicate that the employment profile at the EMP90 site is expected to be similar although if head office functions are located there, the proportion of higher skill jobs could increase.</li> <li>• The planning system cannot control which firms move to the site. It is very likely that firms will relocate from elsewhere but such moves are often linked to a planned expansion of a business. Further 'indirect' jobs growth can also be expected e.g. supply chain jobs.</li> <li>• Criterion 2(h) of Policy IW1 addresses the affordability point directly and further explanation is given in paragraphs 4.113-4.114. Subject to viability testing, the percentage of affordable housing for IW1</li> </ul>	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>may be higher than elsewhere in the district.</p> <ul style="list-style-type: none"> <li>•</li> </ul>	
<p><i>Respondents: Peter Forster (3); Duncan Ross (44); Susan Hurley (69); Julia Matthew (90); Stuart Dudley (102); Protect Diseworth (115); Cllr Ray Sutton (405); Michael Doyle (138); Laura Dudley (155); Jamie Donaghy (167); Lesley Allman (198); Erika Wood (210); Andy Foxhall (217); Louis Della-Porta (249); Janet Allard (271); Mervyn Johnson (284); Kathryn Hutchinson (304); Janet Moorhouse (329); Tony Wilson (351); S. Smith (372); Jim Snee (376); David Fenny (388); Karen Oliff (593);</i></p>		
<p>The level of employment suggested is unlikely as evidenced by previous developments e.g. due to automation. Some current buildings already remain empty and unused and therefore employ no one.</p>	<p>The <a href="#">East Midlands Freeport Full Business Case</a> estimates that 6,800 direct jobs will be created and an analysis of job creation is included in the Council's <a href="#">Freeport-housing implications</a> report. Inevitably, job figures are estimates at this point.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Karen Jepson (106); Paul Jepson (110); Mervyn Johnson (284); Caroline Reffin (300); Janet Moorhouse (329);</i></p>		
<p>The site can make a significant contribution to Levelling Up in the Midlands building on existing clusters of key sectors such as aerospace, automotives, food &amp; drink, agritech and capitalising on its strategic location. The scheme can support (increasing) demand for manufacturing and light industry in addition to strategic distribution.</p> <p>The MAG land alone can accommodate 1,589-2,249 jobs(FTE) and Business Rates of £3.46-4.86mil/annum</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Manchester Airports Group Property (233)</i></p>		
<p>The East Midlands Freeport financial business case, which was subject to a rigorous Government approval process, identified the following target sectors – Advanced Logistics and Warehousing, Advanced Manufacturing (including Aerospace, Automotive, Rail and Space) and Low Carbon Energy. Each of the sectors has</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
significant potential for growth in the region and the potential for the sites to provide suitable land to support this growth.		
<i>Respondents: East Midlands Freeport (231)</i>		
Freeports do not create new opportunities. Existing businesses will relocate to the Freeport, thus increasing their profit margins by lowering their cost base. This isn't growth, it is diverting development from elsewhere.	The planning system cannot control which firms move to the site. It is very likely that firms will relocate from elsewhere but such moves are often linked to a planned expansion of a business. Further 'indirect' jobs growth can also be expected e.g. supply chain jobs.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Chris Peat (123); Stephen Vigor (632);</i>		
NWL will lose out on Business Rate cuts in Freeports.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Chris Peat (123);</i>		
Assertions about the Freeports direct and indirect economic and employment benefits and uncorroborated, subjective, can be challenged and disproved by evidence from this country and abroad.	The application for Freeport status was supported by a Full Business Case which the Government considered before deciding to confirm the designation. The council does not necessarily need to confirm or refute the assumptions in the business case as part of the Local Plan. The weighing of the environmental, economic and social impacts and benefits of the proposal will primarily be a matter for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167);</i>		
<b>7- Support</b>		
Overall support for the identification of land south of EMA as a potential location for strategic warehousing.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
		for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290); East Midlands Freeport (231)</i>		
<b>8 – Government/economic policy</b>		
<p>The Freeport’s sectoral focus aligns with NWLDC’s Economic Growth Plan (2022-25) with respect to manufacturing, logistics and distribution. The Freeport, and therefore the designated tax sites, also aligns with the aims and objectives of the Strategic Growth Plan which in turn is a building block of the draft Local Plan.</p> <p>The Government did not undertake an assessment of the planning merits of the site however the assessment does indicate the suitability of the sites in their ability to contribute economically to the region and fulfil the growth ambitions of the Freeports programme and wider economic policy such as the Growth Plan.</p>	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: East Midlands Freeport (231)</i>		
<p>The location around the airport has been recognised as part of the future employment allocation by NWLDC for some time, indicating its suitability for employment land and remains part of the Council’s strategic ambitions for the area. The progression of these strategic sites for employment uses has been agreed by all Freeport Board members of which NWLDC has played an active part since our formation.</p>	<p>The Strategic Housing and Employment Land Availability Assessment (2021) includes an assessment of this site but that is not an allocation document. The Regulation 18 draft Local Plan published in January 2024 is the first time land to the south of the airport has been identified as a potential site for employment-related development.</p> <p>NWLDC’s role as a strategic partner in the Freeport initiative is separate from its role as the Local Planning Authority preparing the Local Plan.</p>	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: East Midlands Freeport (231)</i>		
The identification of the Leicestershire International Gateway in the Strategic Growth Plan disregarded the needs and lifestyle of local people particularly of Diseworth. It results in an unfair distribution of development in the district.	The Strategic Growth Plan provides an overarching framework for the Local Plans in the Leicestershire area but it is not a statutory plan. It is for the new Local Plan (plus the DCO process) to identify which developments in the NWL part of the Leicestershire International Gateway should go ahead.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Stuart Dudley (102); Jim Snee (376);</i>		
The proposal contradicts Leicestershire Strategic Growth Plan of aiming to develop in major strategic locations and reduce the amount that takes place in existing towns, villages and rural areas.	The Strategic Growth Plan does identify the Leicestershire International Gateway area which is focused around the north of A42 and M1. The SGP signals that this is an area where there are major employment opportunities. In this respect, the proposed site is not considered to be in conflict with the SGP.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Karen Jepson (106); Paul Jepson (110);</i>		
<b>9 – Cumulative impacts</b>		
The combined impact of the Freeport and Isley Woodhouse need to be considered (including loss of wildlife habitat and rural landscape, air quality, light, noise, flooding, mental and physical health, traffic, pollution, flooding)	The ‘whole plan’ Sustainability Assessment will provide a combined analysis of the social, environmental and economic impacts of the Local Plan’s policies and allocations.  The DCI process will also consider wider cumulative impacts e.g. transport.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Andrew Allman (114); Richard Brackenbury (117); Michael Doyle (138); Christine Agar (152); Jamie Donaghy (167); Long Whatton &amp; Diseworth Parish Council (189); Long Whatton &amp; Diseworth Flooding Working Group (199); Louis Della-Porta (249); Janet Allard (271); Emma Haycraft (306); Diseworth Heritage Trust (308); Stephen McIver (330); David Fenny (388); Karen Oliff (593);</i>		
The juxtaposition of the two “proposals” is	The Local Plan and Development Consent Order processes both have consultation	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>oppressive, akin to the behaviour of an autocratic state. There is a potential breach of ECHR in this conduct.</p> <p>They are promoted only by landowner/ owners and developer/developers who have no real knowledge or interest in the locality.</p>	<p>stages and public hearings in which those opposed to development can participate. In both cases, the final decision on the acceptability or otherwise of the proposal is made by independent planning inspectors.</p> <p>If future development needs are to be met, it is essential that there are landowners willing to put land forward and developers willing to develop it.</p>	<p>for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Richard Brackenbury (117);</i>		
<b>HIGHWAYS</b>		
<b>1 – Access</b>		
<p>The principle of a safe access can be achieved to the satisfaction of the Local Highways Authority and National Highways.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Manchester Airports Group Property (233)</i>		
<p>Access to the site is not compliant with existing Highways Authority regulation.</p>	<p>LCC Highways has commented that an access from A453 Ashby Road would be contrary to Leicestershire Highway Design Guide (Note: the design guide has subsequently been updated). Nonetheless, in the absence of alternatives, the highways authority has stated that it may be prepared to consider an access from the A453 providing any junctions were formed by the amendment or upgrading of the existing junctions with employment development on the northern side of the A453, providing this were supported by a convincing argument.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondents: Richard Brackenbury (117);</i>		
There will be an access on Hyams Lane. Increased traffic/junction movements here will be particularly dangerous as it is close to the village school.	The latest masterplan prepared by SEGRO does not show an access on to Hyams Lane. LCC Highways has previously stated that an access via Hyams Lane would be unacceptable as it would result in site traffic passing through Diseworth.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Peter Onyon (203);</i>		
<b>2 – Highways capacity</b>		
SEGRO’s Highways Position Statement refers to potential mitigation schemes but work is ongoing and there are various options under consideration.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: SEGRO (290)</i>		
The impacts of this site should also be considered in the context of the nearby Isley Woodhouse housing allocation. Subject to a Transport Assessment identifying the likely traffic impacts and any necessary mitigation, National Highways does not have any objections in principle to this allocation which would be accessed from the local road network. This site (EMP90) would form a significant element of further development in the International Gateway Area (or immediately adjoining), including IW1, CD10 and the wider Freeport, thus it cannot be considered in isolation	The forthcoming transport modelling work will quantify the combined traffic impacts of the Local Plan as a whole and Ratcliffe Power Station on the local and strategic highway network and, as a second stage, consider what measures are needed to address the impacts. Separate transport modelling work is being prepared by the promoters of EMP90 for the DCO process. Similarly, this will consider the combined effects of EMP90 and Isley Woodhouse	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: National Highways (112); Leicestershire CC as Highway Authority (341);</i>		
The Freeport is working closely with partners across the region considering the combined impact on our transport infrastructure and	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>speaking with one voice back into Government and National Highways about the need for further targeted investment (e.g. at J24). The Freeport and Midlands Connect recently commissioned a strategic transport assessment to increase investment and make improvements in/around J24. The Minister for Roads and Local Transport also confirmed that National Highways will deliver a geographically-limited but detailed scheme development study at Junctions 23a – 25.</p>		<p>for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: East Midlands Freeport (231)</i></p>		
<p>The commissioned transport modelling to assess the cumulative impact of the three sites in the area (EMP90, CD10 and IW1) in conjunction with planned development outside the district, including at Ratcliffe Power Station, is welcomed.</p>	<p>Noted</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Leicestershire CC as Highway Authority (341);</i></p>		
<p>It is requested that any transport impacts within South Derbyshire associated with the development of this site, in terms of highway capacity, safety and local amenity, be identified and satisfactorily mitigated, particularly in respect of HGV movements.</p>	<p>The transport modelling work will consider traffic flows in adjoining districts/boroughs and the necessity for mitigation measures as a result.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: South Derbyshire District Council (545);</i></p>		
<p>The traffic around junction 23A &amp; 24 is already horrific including the single carriageway A453 west of M1 and made worse during events at Donington Park. This will increase traffic further including on local roads and cause more congestion. It is difficult to see how the additional traffic could be managed. Several road projects in the</p>	<p>Notwithstanding that the transport modelling has not concluded, it is expected that improvements will be needed at J23a/J24 to deal with the additional traffic generated by these developments.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
region have been “mothballed” due to lack of funding.		
<p><i>Respondent: Kathleen Robertson (27); Diane Wilby (60); Audrey Brooks (64); Marie Slevin (68); Susan Hurley (69); John Hurley (88); Richard Smith (101); Craig Jones (104); Alan Clark (105); Alicia Smithies (109); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Richard Brackenbury (117); Chris Peat (123); Cllr Carol Sewell (128); Adrienne Chester (145); Duncan Ferguson (148); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Long Whatton &amp; Diseworth Parish Council (189); Lesley Allman (198); Peter Onyon (203); James Agar (209); Alastair Hutchinson (222); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Sharon Crosby-Browne (248); Joanne Hunt (253); Jeremy Hunt (269); Alan Wade (274); Richard Smithies (276); Mervyn Johnson (284); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Kim Alcock (310); Elizabeth Jarrom (315); William Jarrom (316); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Ann Hawtin (327); Janet Moorhouse (329); Sue Orme (332); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349); J. Smith (373); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Glenn Robinson (423); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Stephen Vigor (632); Robert Ridler (636); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
Commuting will increase because a) jobs will not go to local people; b) existing firms will relocate to the Freeport because of the tax incentives on offer; c) there is limited workforce in the local area	The Strategic Growth Plan identifies the Leicestershire International Gateway area, into which EMP90 falls, as a location with major employment opportunities and the scope for significant new housing. Co-locating housing and employment provides people with a <b>choice</b> to live closer to where they work although workforce is also likely to come from further afield including from the major cities of Derby and Nottingham. The planning system does not control which firms move to the site but it is a reasonable assumption that some will relocate from elsewhere.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<p><i>Respondents: Duncan Ross (44); Stuart Dudley (102); Andrew Allman (114); Adrienne Chester (145); Joanne Hunt (253); Kathryn Hutchinson (304); Janet Moorhouse (329);</i></p>		
Assumptions are flawed as not everyone wants to live near their place of work. Post	The planning system can enable people to live closer to where they work if they wish to.	No change – but see the covering report (Local Plan Committee 16 December 2024)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
pandemic many people have hybrid roles and they do not need to attend physically at work every day or at all.	The focus of this site is on the industrial and manufacturing sectors where substantial amounts of home/hybrid working is unlikely.	for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103);</i>		
How you are modelling the potential impacts and how you consider that the road infrastructure will cope with this. What projections are included to take account of the number of people who will be using our road infrastructure around Diseworth and Long Whatton to travel to work for jobs created by the Freeport? How many people do you expect to be employed by the Freeport and to what extent are the movements of these people considered in your plans?	The Highways Authority (Leicestershire County Council) is commissioned to undertake transport modelling of the Local Plan proposal. This will include informed assumptions about the numbers of additional journeys and origins/destinations to determine the overall impact on the road network. The assumptions will need to be reasonable and justified. As part of the DCO process it will be necessary to consider these issues as well.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Richard Smithies (276); Jamie Smith (369); Carla Smith (370);</i>		
<b>3 – Road safety</b>		
Development will exacerbate dangerous rat running through Diseworth including during construction and especially when trunk roads/motorways are closed. This will include HGVs. Main routes through the village have narrow pavements (where they exist) where two people cannot pass without stepping into the road. It will be dangerous for school children walking to the school. Development will exacerbate rat running through Breedon on the Hill, especially when diversions are in place and/or when there are events at Donington Park.	Locations on motorway junctions are so sought after by distribution occupiers because of their easy access to the strategic road network, in particular by HGVs. This in turn limits the use of more local roads. Some journeys will be on local roads including by employees travelling to/from work. Sustainable transport options will be an important way to bear down on the number of car trips. Improved bus services in particular will be important. The forthcoming transport modelling will consider all these factors.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Sadie Dunmore (66); Sarah-Jane Varley (67); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Susan Smith (111); Gary Woods (113); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Delia Platts</i>		



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>(137); Adrienne Chester (145); Peter Onyon (203); Alastair Hutchinson (222); Rachel Smith (224); Anne Howell (240); Christopher Howell (241); Erica Morris (246); Charles Brompton (272); Meryl Tait (273); Richard Smithies (276); Noel McGough (287); Katrina Palling (288); Caroline Reffin (300); Jane Cunningham (303); Stephen Smith (305); Emma Haycraft (306); Diseworth Heritage Trust (308); Neil Curling (309); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Janet Moorhouse (329); Stephen Mclver (330); Dawn Mclver (331); Sylvia Slevin (339); Vanessa Johnson (354); Thomas Onyon (356); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Jim Snee (376); Kevin Ward (380); Jacqueline Butterworth (384); Susan Fenny (387); Aimee Ridler (625); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Karen Franklin (639);</i>		
Increased traffic is potentially dangerous as it can result in more accidents which in turn results in injury or loss of life. This includes increased danger for cyclists and walkers.	The issue of road safety will be considered as part of the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Isobel Smithies (64); Peter Onyon (203); Kathryn Hutchinson (304); William Jarrom (316);</i>		
<b>4 – Sustainable transport</b>		
A Sustainable Travel Strategy has been submitted. The use of sustainable modes will be significant including fully electric shuttle bus. The site also benefits from its proximity to the SFRI.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: SEGRO (290)</i>		
Development has the potential to impact on Public Rights of Way.	Hyams Lane and Long Holden are PROW and there are further links connecting to the village. Impact on the alignment and condition of these routes will need further consideration as the detail of the proposals emerge. Walkers using these routes are also regarded as ‘sensitive receptors’ for the purposes of Landscape and Visual Impact Assessment. The development will have a particular impact on the experience of these individuals using the routes.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Leicestershire Local Access Forum (192);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>It is requested that developer contributions be sought towards bus service 9, which connects East Midlands Gateway to Ashby, Swadlincote and Burton. The service provides an essential sustainable transport option for residents of those settlements, travelling for employment or air transport and it will also be beneficial to those seeking access to this potential strategic distribution site and to employers located thereon seeking to attract staff.</p>	<p>Noted. It is agreed that improved bus services will be an important component of the sustainable transport strategy for the development. Decisions about the specific services for improvement and support is a matter for a later stage.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: South Derbyshire District Council</i></p>		
<p>Public transport in the area is insufficient. How will workers get to work? There is no genuine choice of transport modes- residents of the proposed new development will be wholly reliant upon road freight and workers using the private car. Indeed, the majority of those travelling to East Midland Airport already travel by car which adds to congestion on the highway network and contributes to carbon emissions.</p>	<p>Improved bus services will be an important component of the sustainable transport strategy that supports the development. The location is well served by existing bus services, including two Skylink services which serve Derby, Leicester, Nottingham and Loughborough. This gives some prospect that some employees could use public transport to get to work.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Andrew Allman (114); Long Whatton &amp; Diseworth Parish Council (189);</i></p>		
<p><b>LOCAL SERVICES AND INFRASTRUCTURE</b></p>		
<p><b>1 – Impacts on the airport</b></p>		
<p>The development of the site is not expected to have any adverse impacts upon the safe and efficient operation of East Midlands Airport.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: SEGRO (290)</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>2 – Infrastructure</b>		
Site lacks infrastructure and utilities.	This is a greenfield site and, like many others, this means that connections to utilities and other site infrastructure will need to be installed. There is no evidence to date that this cannot be achieved.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Emma Ward (53)</i>		
The adverse implications on existing infrastructure are not fully researched and evidenced or justified e.g. for traffic congestion, pollution, medical services, policing, emergency services, local council service provision, water, drainage, sewerage. Existing infrastructure cannot cope.	For employment sites such as this, the main infrastructure impacts are likely to relate to transport and water (drainage and sewerage capacity). The forthcoming Infrastructure Delivery Plan will help identify what new and upgraded infrastructure is needed to support the Local Plan proposals.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Judith Billington (103); Karen Jepson (106); Paul Jepson (110); Protect Diseworth (115); Cllr Ray Sutton (405); Lesley Allman (198); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); Glenn Robinson (423); Karen Oliff (593); Carly Snee (626); Stephen Vigor (632); Karen Franklin (639);</i>		
How will infrastructure, including road infrastructure, be paid for? By the developers? The cost of infrastructure mitigation requirements is unaffordable, both locally and nationally.  The draft policy wording should include reference to the need for S106 financial contributions to deal with wider cumulative/cross-boundary issues.	The Infrastructure Delivery Plan will identify funding sources for the infrastructure required. In many cases, this will be developer funding but it may also come from other private sources (e.g. water companies) and could include some public sector funding. Infrastructure requirements will be reflected in the Local Plan as appropriate. Whilst the full infrastructure costs are currently unconfirmed, there is no evidence at this point that they are unaffordable and would make the development undeliverable.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Protect Diseworth (115); Cllr Ray Sutton (405); Jamie Donaghy (167); Richard Smithies (276); Jacqui Donaghy (299); Kathryn Hutchinson (304); Emma Haycraft (306); William Jarrom (316); Leicestershire CC as Highway Authority (341);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>ENVIRONMENTAL</b>		
<b>1 – Landscape and topography</b>		
<p>MAG land is separate from Diseworth and, with mitigation for landscape and heritage impacts (types of measures are listed), the whole of land N of Hymans Lane can be brought forward.</p> <p>SEGRO considers that landscape and visual effects will be predominantly localised and are capable of being substantially mitigated. The site has the landscape and visual capacity to accommodate future employment development with a) a robust landscape framework; b) mitigation mounding; and c) careful design of buildings and infrastructure. SEGRO objects to the location of the landscaping belt shown. The landscape screening should be wider, but along a more westerly alignment than currently shown. (see Appdx 3)</p>	<p>An initial assessment by the council’s landscape consultants concludes as follows “the proposed development of this Site would have a high level of adverse impact on recreational and residential receptors in the vicinity, particularly those living and moving around the north eastern edge of Diseworth. There would be a change from a rural agricultural land use, which provides an attractive landscape setting to the Diseworth Conservation Area, to an employment development with an abrupt relationship with the village. Indirectly, there would be a loss of legibility of Diseworth as a standalone settlement in a rural setting and a reduction in tranquillity”. Measures which could have a mitigating effect are:</p> <ul style="list-style-type: none"> <li>• “Reduction of the footprint of Proposed Development and further set back from the north east edge of Diseworth in order to reduce effects on the village ;</li> <li>• Reduction of the height of proposed units in order to reduce its visibility;</li> <li>• Breaking up larger units into smaller ones to reduce the presence of very large buildings;</li> <li>• Retention of existing fields and hedgerow boundaries to the north east edge of Diseworth in order to maintain a</li> </ul>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	landscape setting to this edge of the Conservation Area; <ul style="list-style-type: none"> <li>• Wider planting buffers with mounding to the north and south of the Site;</li> <li>• Retention of hedgerows along Hyam's Lane and Long Holden Lane, in addition to some hedgerows which sit within the Site;</li> <li>• Introduction of some hedgerows to reinforce the existing landscape character of the Site;</li> <li>• Retention of higher sensitivity existing landscape area to the south east of the Site, where there is an existing watercourse set within an area of lower topography".</li> </ul>	
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
Development will result in the loss of countryside - fields, ancient hedgerows and woodland – as well as its intrinsic character.	The impact of development on landscape features such as hedgerows and trees is something that will need to be considered, together with any possible mitigation measures to ensure that any impact is acceptable.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Nick Hollick (38); Duncan Ross (44); Sadie Dunmore (66); Andrew Allman (114); Richard Brackenbury (117); Michael Doyle (138); Lesley Allman (198); Anne Howell (240); Christopher Howell (241); Louis Della-Porta (249); Joanne Hunt (253); Janet Allard (271); Samantha Wade (275); Mervyn Johnson (284); Pauline Needham (292); Jacqui Donaghy (299); Annette Della-Porta (302); Kim Alcock (310); Sarah Gascoigne (321); Janet Moorhouse (329); Sue Orme (332); Kevin Walker (336); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Nicky Miller (374); Kevin Ward (380); Annabel McCrorie (383); Glenn Robinson (423); Bruce Scott (482); Karen Oliff (593); Carly Snee (626); Karen Franklin (639);</i>		
Landscape impacts will be unacceptable. The site slopes down towards the village - obtrusive in every respect and will have an overbearing effect on existing homes. This amount of	Key considerations are whether impacts can be mitigated to an acceptable level and/or whether the negative impacts on landscape character etc. are outweighed by the overall benefits of the development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
development cannot be mitigated by screening or landscaping.		
<i>Respondent: Robert Evans (73); John Hurley (88); Richard Brackenbury (117); Cllr Carol Sewell (128); Christine Agar (152); Janet Hutchinson (154); James Agar (209); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Christopher Howell (241); Sharon Crosby-Browne (248); Louis Della-Porta (249); Elinor Hunt (270); Janet Allard (271); Bill Cunningham (301); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Diseworth Heritage Trust (308); Neil Curling (309); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Jacqueline Butterworth (384); Paul Butterworth (385);</i>		
Land is too sloped and will be difficult to build on.	The topography of the site is not a barrier to its development from a technical standpoint.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Craig Jones (104);</i>		
Work commissioned by the LW&DPC identifies the role of this land a) providing separation to major development and transport infrastructure to the north and east; b) protecting the village's identity and character. Landscape and visual sensitivities are assessed as medium-high for employment development.	Key considerations are whether impacts can be mitigated to an acceptable level and/or whether the negative impacts on landscape character etc. are outweighed by the overall benefits of the development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton &amp; Diseworth Parish Council (189);</i>		
<b>2 - Townscape</b>		
The scale of the development, coupled with existing development at the airport and beyond, will swamp Diseworth Conservation village, ruin its character and setting and is simply too close to the village. Coupled with this the proposed housing development at Isley will close Diseworth down on the west side, we will no longer be a village.	As outlined above, the council's landscape consultants advise that "there would be a change from a rural agricultural land use, which provides an attractive landscape setting to the Diseworth Conservation Area, to an employment development with an abrupt relationship with the village. Indirectly, there would be a loss of legibility of Diseworth as a standalone settlement in a	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>The separate identity and specific character of the village will be lost.</p> <p>The land currently provides effective separation between Diseworth and the airport, East Midlands Gateway and M1/A42.</p>	<p>rural setting and a reduction in tranquillity". Initial work by the Council's consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. The degree of harm to the significance of the Conservation Area will be assessed in greater depth in response to more detailed proposals for the site through the DCO process.</p>	
<p><i>Respondent: Kathleen Robertson (27); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Hazel Fitzgibbon (87); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alicia Smithies (109); Gary Woods (113); Andrew Allman (114); Protect Diseworth (115); Cllr Ray Sutton (405); Chris Peat (123); Susan Ward (125); Adrienne Chester (145); Duncan Ferguson (148); Laura Dudley (155); Isobel Smithies (164); Charlotte Jones (169); David Bamford (170); Angela Bamford (194); Lesley Allman (198); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Max Crosby-Browne (247); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Miriam Wallace (265); Meryl Tait (273); Samantha Wade (275); Richard Smithies (276); Mervyn Johnson (284); Noel McGough (287); Pauline Needham (292); Katrina Palling (288); Caroline Reffin (300); Bill Cunningham (301); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Nichola Miller (313); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Lois Croft (318); Travis Croft (319); Tracy Croft (320); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Annelise Hunt (333); Jeffrey Guy (352); Vanessa Johnson (354); Ron Mearns (361); Jean Mearns (367); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); David Fenny (388); Julie Doyle (416); Patricia Hening (524); Shirley Briggs (539); Aimee Ridler (625); Carly Snee (626); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>The Government advises the protection of rural communities.</p>	<p>Equally, the NPPF requires that Local Plans make sufficient provision for new development whilst conserving and enhancing the natural, built and historic environment (paragraph 20). The Local Plan will need to take into account the NPPF as a whole and decide on a reasoned and reasonable approach overall. This can mean making a balanced decision between apparently competing objectives.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Karen Jepson (106); Paul Jepson (110);</i>		
<p>In addition to restricting growth to within Diseworth only, effectively protective levels of separation between rural villages and prospective development should be provided. How can the planning process be trusted to protect Diseworth from development creep? The area around Diseworth and Langley Priory should be incorporated into an area of protected countryside to prevent airport expansion on this southern slope.</p>	<p>The potential impact of the Freeport on Diseworth including the issue of separation from the village, will be considered through the DCO process.</p> <p>At this stage, it is considered that achieving sufficient separation between Diseworth and EMP90 is important to a) maintain the separate and stand-alone identity of the village; b) sustain to some degree the village's relationship with its rural hinterland; c) reduce amenity impacts on local residents; and d) preserve the setting of Diseworth Conservation Area</p> <p>Similarly, the Local Plan could recognise the separation between Diseworth and the proposed new settlement (IW1) to the west. The Limits to Development do this to an extent but a more specific planning protection may also be merited.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondent: Richard Brackenbury (117); Janet Hutchinson (153); Peter Onyon (203);</i>		
<b>3 - Ecology</b>		
<p>There are no over-riding ecological constraints that would prevent the allocation/development of the site.</p>	<p>Noted.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
<p>Further development will exacerbate the harm to the habitat and wildlife of Diseworth Brook.</p> <p>Development will destroy habitats and deplete wildlife and biodiversity. It is not possible to replace this loss.</p>	<p>The broad hierarchy set out in the NPPF is that significant harm to biodiversity should be avoided where possible, then adequately mitigated and, as a last resort, compensated for. If none of these sequential steps can be</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>achieved, planning permission should be refused (paragraph 186).</p> <p>A comprehensive mitigation package will be required for the development to go ahead. Natural England has not made an 'in principle' objection to the development of this site which is primarily arable land. The site lies in the surface water catchment of Lockington Marshes and Attenborough Gravel pits SSSIs. Natural England advise that surface water would need to be subject to a suitable SuDS scheme before discharging to a watercourse which flows to these sites.</p> <p>The Ecology team at Leicestershire County Council has also not objected. The latter team has identified that it is adjacent to Donington Services Local Wildlife Site (LWS) and there are LWS trees on the site boundary requiring buffer zones to protect trees, boundary hedges and the watercourse.</p>	
<p><i>Respondents: Nick Hollick (38); Alison Evans (57); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Susan Ward (125); Cllr Carol Sewell (128); Michael Doyle (138); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Lesley Allman (198); James Agar (209); Erika Wood (210); Andy Foxhall (217); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Miriam Wallace (265); Elinor Hunt (270); Samantha Wade (275); Noel McGough (287); Katrina Palling (288); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Sally Price (310); Kim Alcock (310); Peter Miller (314); William Jarrom (316); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Sue Orme (332); Annelise Hunt (333); Kevin Walker (336); Bill Slevin (342); Amy Dunmore (349); Tony Wilson (351); Jeffrey Guy (352); Vanessa Johnson (354); Thomas Onyon (356); Jamie Smith (369); Carla Smith (370); J. Smith (373); Lucy Agar (375); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Susan Fenny (387); Julie</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>Increasing biodiversity as a result of this development is not possible.</p>	<p>Biodiversity Net Gain (BNG) is a national requirement designed to deliver a genuine uplift in biodiversity by creating or enhancing habitats in association with development. Much of this site comprises arable land which, in strict biodiversity terms, is not that diverse and BNG requirements could achieve a genuine improvement. Measures could include enhancing existing features, creating additional habitat areas and creating links to reduce the fragmentation of the local ecological network. BNG metrics are used to quantify the gains.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Chris Peat (123); Michael Doyle (138); Christine Agar (152); Jamie Donaghy (167); Charlotte Jones (169); Janet Allard (271); Richard Smithies (276); Mervyn Johnson (284); Pauline Needham (292);</i></p>		
<p>Several large developments are proposed to the north of the district including the new settlement at Isley Woodhouse, the developments at Castle Donington and Kegworth as well as the East Midlands Freeport. Strategic Green Infrastructure (GI) should be coordinated throughout these developments together with Biodiversity Net Gain sites to provide connected habitats for the maximum benefit for nature recovery and access for people to nature. Consideration should be given to extending GI links across local authority boundaries to link with other large developments that are proposed, including those falling within the focus of the East Midlands Development Company.</p>	<p>Noted. The <a href="#">Green and Blue Infrastructure Study</a>, which is part of the evidence base for the Local Plan, provides an action plan for the provision of GBI in and around the new settlement and this includes measures such as restoring the condition of waterways, expanding woodland and enabling walking and cycling. A similar approach could be taken with EMP90 which could help achieve a more co-ordinated approach as Natural England propose. A number of Diseworth residents are concerned about the deterioration of walking routes as a result of the development of EMP90 and this approach could act on that concern.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Respondent: Natural England (223);</i>		
<b>4 - Heritage</b>		
<p>There is the potential for impacts on the setting of heritage assets including Diseworth Conservation Area but it is not considered that there are heritage/archaeology reasons that would preclude development. SEGRO's Heritage Position Statement concludes that development will result in less than substantial harm to heritage assets.</p>	<p>Noted. Initial work by the Council's consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. It would diminish the stand-alone nature of Diseworth as a settlement and its relationship with its rural hinterland. The rural character of Hyam's Lane and Long Holden, both PROW, would be eroded and that these former agricultural routes reflect the historic connection between the village and its fields. Some of the glimpsed views of the Church of St Michaels and All Angels' spire (Grade I listed) from the northeast would be lost as would an area of ridge and furrow. The significance of the heritage assets and the degree of harm will be assessed in greater depth in response to more detailed proposals for the site through the DCO process.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
<p>Section 3(c) of the proposed policy states that there must be “no harmful impact upon Diseworth Conservation Area or its setting”. This wording should recognise that harm to heritage assets is a balanced judgement to be weighed against a proposal's public benefits (Paragraph 208 NPPF). Amend the paragraph to “The development of this site will not lead to substantial harm to (or total</p>	<p>Noted. The NPPF sets out the approach to be followed. It requires that both the significance of heritage assets and the degree of harm resulting from development are assessed. The outcomes from such an assessment then influences the determination criteria to be applied (see paragraphs 206-209). The significance of the heritage assets and the degree of harm will</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
loss of significance of) the Diseworth Conservation Area or its setting”	be assessed in greater depth in response to more detailed proposals for the site through the DCO process.	
<i>Respondents: SEGRO (290);</i>		
It is not clear how any harm to Diseworth Conservation Area and nearby listed buildings has been considered in the assessment work. From the information available, it is not clear whether the site could be developed or delivered in the way the Council anticipates.	Noted. Initial work by the Council’s consultants identifies that development of EMP90 would result in harm to the setting of Diseworth Conservation Area in a number of ways. It would diminish the stand-alone nature of Diseworth as a settlement and its relationship with its rural hinterland. The rural character of Hyam’s Lane and Long Holden, both PROW, would be eroded and that these former agricultural routes reflect the historic connection between the village and its fields. Some of the glimpsed views of the Church of St Michaels and All Angels’ spire (Grade I listed) from the northeast would be lost as would an area of ridge and furrow. The significance of the heritage assets and the degree of harm will be assessed in greater depth in response to more detailed proposals for the site as part of the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Historic England (357)</i>		
Development would impact on Diseworth’s conservation status, its setting and heritage. The Government advises the protection of conservation areas.	See response to Historic England (357) above.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Alison Evans (57); Sadie Dunmore (66); Robert Evans (73); John Hurley (88); Julia Matthew (90); Stuart Dudley (102); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Susan Ward (125); Duncan Ferguson (148); Christine Agar (152); Janet Hutchinson (154); Jamie Donaghy (167); Sharon Crosby-Browne (248); Louis Della-Porta (249); Garry Needham (285); Jacqui Donaghy (299); Kathryn Hutchinson (304); Emma Haycraft (306); Ann Hawtin (327); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<i>Jennifer Onyon (358); Ron Mearns (361); J. Smith (373); Jim Snee (376); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); Ian Robertson (430); Nigel Lane (629); Thomas Lane (630); Stephen Vigor (632);</i>		
Breedon on the Hill is a conservation village. The Church of St Hardulphs will be affected.	Initial work by the Council's consultants does not identify potential impacts on Breedon Conservation Area or the church.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Sarah-Jane Varley (67)</i>		
<ul style="list-style-type: none"> <li>• Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that when considering whether to grant planning permission for development which affects a listed building or its setting, the authority shall have special regard to the desirability of preserving the building or its setting, or any features of special architectural or historic interest which it possesses. Section 72 contains similar requirements with respect to buildings or land in a conservation area. In this context 'preserving' means doing no harm.</li> <li>• The Barnwell Manor and Forge Field cases illustrate the need to demonstrably give "considerable importance and weight" to the desirability of preserving heritage assets and to refer expressly to the advice of the NPPF in cases where there is harm to heritage assets has been identified.</li> </ul>	Noted. See response to Historic England (357) above.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Long Whatton &amp; Diseworth Parish Council (189);</i>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<b>5 – Flooding</b>		
No risk of significant flooding issues. SEGRO assert that the development could offer a degree of betterment to flood risk in the wider catchment area due to the proposed management of surface water runoff discharging from the site.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Manchester Airports Group Property (233); SEGRO (290);</i>		
Site lies within Flood Zone 1	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: Environment Agency (404);</i>		
<p>Diseworth’s and Long Whatton’s existing flood problems resulting from surface water run-off from existing developments and ineffective SUDS, will be exacerbated by replacing green fields with development. Diseworth is in a dip. The drains cannot cope with the amount of excess water at the moment. With global warming this situation will further worsen. ‘Once in a lifetime’ flooding events are happening more frequently. Is the data that you are using to estimate the water flow into the village based on very recent data? If not, predicted flood levels would be significant underestimates. Additional flooding affects residents’ homes, drivers’ &amp; pedestrians’ safety.</p> <p>EMP90 and IW1 will result in over 200 Ha of land adjacent to Diseworth, representing two thirds of the natural rainwater runoff</p>	<p>Flood risk will be assessed in greater depth in response to more detailed proposals for the site as part of the DCO process.</p> <p>Managing the risk of flooding from surface water is the responsibility of Lead Local Flood Authorities.</p> <p>LCC (in its role as the LLFA) prepared the Diseworth and Long Whatton Catchment Study and subsequently the Long Whatton and Diseworth Flood Risk Mitigation and Resilience Study in response to flooding in Diseworth and Long Whatton.</p> <p>LCC does not have an ‘in principle’ objection to EMP90 although the specific comment was made that the discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site. Similarly, the Environment Agency has not objected to the proposal.</p>	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>catchment area into Diseworth Brook, being concreted over. As Diseworth Brook runs through the heart of the village and is a fast flow reacting brook, the risk of increased frequency and scale of flooding in the village is unavoidably increased. The sheer scale of contributory flood risk from these developments will be such that mitigation will not be economically viable. If these developments go ahead, then NWLDC will have relinquished its duty of care and knowingly condemned Diseworth and downstream Long Whatton to certainly of material flooding and increased damage to property.</p> <p>Water releases from EMA are currently carefully managed so as not to exacerbate the risk of flooding. Increasing areas of hardstanding would make this task extremely difficult.</p>	<p>SEGRO submitted a Flood Risk and Drainage Note as part of its submissions to the Regulation 18 plan. This notes:</p> <ul style="list-style-type: none"> <li>• The site falls across two topographical catchments roughly separated by Hyam's Lane. The northern catchment falls in a westerly direction and towards Hall Brook. Hall Brook connects with Diseworth Brook in Diseworth.</li> <li>• The southern catchment falls in a southeasterly direction, draining via a minor watercourse and field ditches and then a piped outfall to join Diseworth Brook beneath A42 road bridge.</li> <li>• A surface water drainage for the proposed development will be designed to intercept and store rainwater falling on the development before releasing it to the downstream watercourse.</li> <li>• The excess surface water runoff will be stored within the development. The drainage infrastructure will be designed to accommodate a 1 in 100-year storm event (+climate change).</li> <li>• <b>The strategy will redirect all the surface water run off in a SE direction, bypassing Hall Brook and the village entirely.</b></li> </ul> <p>The note concludes that "the development will not result in any detrimental impacts on flood risk" and indeed there may be a marginal improvement due to the redirection of all the surface water run off out of Hall Brook.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	The note also identifies the types of drainage infrastructure which will be used to treat the surface water run off before it is discharged from the site.	
		<p><i>Respondents: Kathleen Robertson (27); Nick Hollick (38); Duncan Ross (44); Emma Ward (53); Alison Evans (57); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Robert Evans (73); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Cllr Carol Sewell (128); Delia Platts (137); Adrienne Chester (145); Duncan Ferguson (148); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Isobel Smithies (164); Jamie Donaghy (167); Charlotte Jones (169); Angela Bamford (194); Lesley Allman (198); Long Whatton &amp; Diseworth Flooding Working Group (199); Peter Onyon (203); James Agar (209); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Springthorpe (260); Charlotte Agar (264); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Jane Cunningham (303); Annette Della-Porta (302); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Sally Price (310); Nichola Miller (313); Peter Miller (314); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Sarah Gascoigne (321); Kath Taylor (323); Ron Taylor (324) Ann Hawtin (327); Janet Moorhouse (329); Stephen McIver (330); Dawn McIver (331); Sue Orme (332); Annelise Hunt (333); Bill Slevin (342); Alison Millward (343); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Jennifer Onyon (358); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); Glenn Robinson (423); Phil James (425); Chris Duggan (427); Bruce Scott (482); Karen Oliff (593); Nigel Lane (629); Thomas Lane (630); Stephen Vigor (632); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>
<ul style="list-style-type: none"> <li>There are existing holding ponds and level/flow sensors along the Brook so that water can be actively managed without flooding Diseworth and Long Whatton. The additional impervious catchment that this development would create requires, as a pre-requisite, for a similar actively managed solution.</li> </ul>	Noted. The choice and efficacy of the technical solutions for surface water management are matters for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.



MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<ul style="list-style-type: none"> <li>The proposed strategic distribution site should include both attenuation of runoff from new roofs and hardstanding, and new areas of flood storage to intercept surface water in order to alleviate flood risk in both Long Whatton and Diseworth villages.</li> </ul>		
<i>Respondent: Long Whatton &amp; Diseworth Parish Council (189); Peter Onyon (203);</i>		
<p>Given the positioning of this site within a catchment sensitive to flooding, the LLFA requires that any developer seeks early engagement with the LLFA to agree principles of discharge of surface water. Given the site sits across multiple sub-catchments, the developer should seek to discharge surface water across the sub catchments, mimicking the pre-development drainage conditions. The discharge rate should not exceed 80% of the pre-development discharge rate for any sub-catchment of the site.</p>	Noted. The arrangements and metrics for surface water management are now matters for the DCO process.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondent: Leicestershire CC as Lead Local Flood Authority (341);</i>		
<b>6 – Impacts on residents</b>		
Residential amenity issues (visual impact; noise; air quality; flood risk) have informed SEGRO’s design principles and strategy for the development of the site.	Noted.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.
<i>Respondents: SEGRO (290);</i>		
The proposal is far too close to the village. Local residents will be disturbed 24hrs/day from noise, air pollution, including from particulates (which is already affected by nearby main roads and the airport),	Potential impacts on local residents are an important and serious issue. The potential impact of any proposed development in respect of lighting, noise and other sources of pollution will need to be	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>additional traffic and lighting, including during construction. These issues can't be mitigated. It is not conducive to the well-being or health, including the mental health, of local residents.</p>	<p>addressed as part of the DCO process. At this stage there is no evidence to suggest that it would not be possible to mitigate against such impacts.</p> <p><b>Lighting:</b> Likely to be needed 24 hours/day across the whole site. As part of the DCO application, the Planning Inspectorate requires the lighting requirements during construction and operation to be described and to include details of any temporary or permanent, daytime or night-time lighting (taken from the EIA Scoping Opinion).</p> <p><b>Noise:</b> arising from activity in outside areas such as loading/unloading, reversing alarms etc but there could also be noise from within units, depending on the effectiveness of sound insulation etc. Also, site operations will be 24-hour.</p> <p><b>Traffic:</b> Forthcoming transport modelling will help identify the routes that Freeport related traffic will take including the propensity (if any) for vehicles to route through Diseworth.</p> <p><b>Air quality:</b> The High Street/Bondgate area in Castle Donington is an Air Quality Management Area (AQMA) for Nitrogen Dioxide. The 2023 Air Quality Annual Status Report shows that NO<sub>2</sub> standards were met in the AQMA in 2022. The traffic modelling will identify how flows through Castle Donington could change which, in turn, would signal if NO<sub>2</sub> levels within the AQMA could worsen.</p> <p>Residents' comments more particularly relate to worsening air quality with Diseworth itself.</p>	

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	In addition to the above, the EIA Scoping Opinion also identified <b>dust</b> and <b>vibration</b> as potential issues.	
<p><i>Respondents: Kathleen Robertson (27); Duncan Ross (44); Alison Evans (57); Diane Wilby (60); Audrey Brooks (64); Sadie Dunmore (66); Sarah-Jane Varley (67); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); John Hurley (88); Richard Smith (101); Stuart Dudley (102); Judith Billington (103); Craig Jones (104); Alan Clark (105); Karen Jepson (106); Alicia Smithies (109); Paul Jepson (110); Gary Woods (113); Andrew Allman (114); Richard Brackenbury (117); Chris Peat (123); Susan Ward (125); Cllr Carol Sewell (128); Delia Platts (137); Adrienne Chester (145); Kay Armitage (149); Christine Agar (152); Laura Dudley (155); Joshua Smithies (156); Jamie Donaghy (167); Charlotte Jones (169); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); James Agar (209); Erika Wood (210); Andy Foxhall (217); Alastair Hutchinson (222); Rachel Smith (224); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Sharon Crosby-Browne (248); Louis Della-Porta (249); Joanne Hunt (253); Charlotte Agar (264); Jeremy Hunt (269); Elinor Hunt (270); Janet Allard (271); Charles Brompton (272); Meryl Tait (273); Alan Wade (274); Samantha Wade (275); Richard Smithies (276); Mervyn Johnson (284); Garry Needham (285); Noel McGough (287); Katrina Palling (288); Pauline Needham (292); Jacqui Donaghy (299); Caroline Reffin (300); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Sally Price (310); Kim Alcock (310); Elizabeth Jarrom (315); William Jarrom (316); Clement Croft (317); Travis Croft (319); Tracy Croft (320); Kath Taylor (323); Ron Taylor (324) Janet Moorhouse (329); Stephen McIver (330); Dawn McIver (331); Sue Orme (332); Annelise Hunt (333); Alison Millward (343); Amy Dunmore (349); Tony Wilson (351); Vanessa Johnson (354); Thomas Onyon (356); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Sally Simpson (371); S. Smith (372); J. Smith (373); Nicky Miller (374); Lucy Agar (375); Jim Snee (376); Morwenna Mitchell (377); Kevin Ward (380); Annabel McCrorie (383); Jacqueline Butterworth (384); Paul Butterworth (385); Susan Fenny (387); David Fenny (388); Julie Doyle (416); Phil James (425); Tim Wagstaff (429); Bruce Scott (482); Karen Oliff (593); Aimee Ridler (625); Carly Snee (626); Nigel Lane (629); Thomas Lane (630); Robert Ridler (636); Karen Franklin (639); Hannah Robinson (653);</i></p>		
Littering will increase.	Dropping litter is an offence by virtue of the Environmental Protection Act (1990). Littering is not under the control of the Planning system and the potential for littering is not, of itself, a planning reason to resist development.	No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land. .
<p><i>Respondents: Duncan Ross (44); Gary Woods (113); Adrienne Chester (145); Duncan Ferguson (148); Richard Smithies (276); Jane Cunningham (303); Stephen Smith (305); Kim Alcock (310); Peter Miller (314); Kath Taylor (323); Ron Taylor (324); Amy Dunmore (349); Karen Oliff (593); Marie Brierley (638);</i></p>		

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>There will be a reduction in local green amenity space and attractive walking routes. Hyams Lane and Long Holden are two of the three most popular walking routes in the village.</p>	<p>Development of EMP90 will change the character of these routes. Walkers using these routes are also regarded as 'sensitive receptors' for the purposes of Landscape and Visual Impact Assessment.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Duncan Ross (44); Alison Evans (57); Sadie Dunmore (66); Marie Slevin (68); Robert Evans (73); Julia Matthew (90); Craig Jones (104); Karen Jepson (106); Paul Jepson (110); Susan Smith (111); Gary Woods (113); Andrew Allman (114); Chris Peat (123); Michael Doyle (138); Charlotte Jones (169); Peter Onyon (203); Patricia Jackson (227); Anne Howell (240); Christopher Howell (241); Charlotte Christodoulou (242); Erica Morris (246); Louis Della-Porta (249); Jeremy Hunt (269); Bill Cunningham (301); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Stephen Smith (305); Emma Haycraft (306); Nichola Miller (313); William Jarrom (316); Travis Croft (319); Sue Orme (332); Kevin Walker (336); Sylvia Slevin (339); Jeffrey Guy (352); Ron Mearns (361); Jamie Smith (369); Carla Smith (370); Nicky Miller (374); Jim Snee (376); Morwenna Mitchell (377); Susan Fenny (387); Chris Duggan (427); Bruce Scott (482); Karen Oliff (593); Aimee Ridler (625); Carly Snee (626); Marie Brierley (638); Karen Franklin (639); Hannah Robinson (653);</i></p>		
<p>Air and water quality (including Diseworth Brook) will be worse. The run off from roads/concrete hardstanding will contain pollutants which will pollute local watercourses.</p>	<p>Air quality: see response above. Water quality: SEGRO has proposed a number of ways in which water run off could be managed to ensure that water quality is not affected. At this stage no comment is made about the efficacy of these solutions, but the indications are that there are engineering solutions to address this concern.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondents: Sadie Dunmore (66); Susan Hurley (69); Julia Matthew (90); Stuart Dudley (102); Long Whatton &amp; Diseworth Parish Council (189); Caroline Reffin (300); Janet Moorhouse (329);</i></p>		
<p>It is inappropriate to locate buildings of this scale close to local communities. They will create an oppressive atmosphere.</p>	<p>The visual impact of buildings of this scale will require very careful assessment including how visible the development will be from Diseworth village. To enable such analysis, the Planning Inspectorate expects the DCO application “to include the <b>design, size (including heights)</b>, capacity, technology, and</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

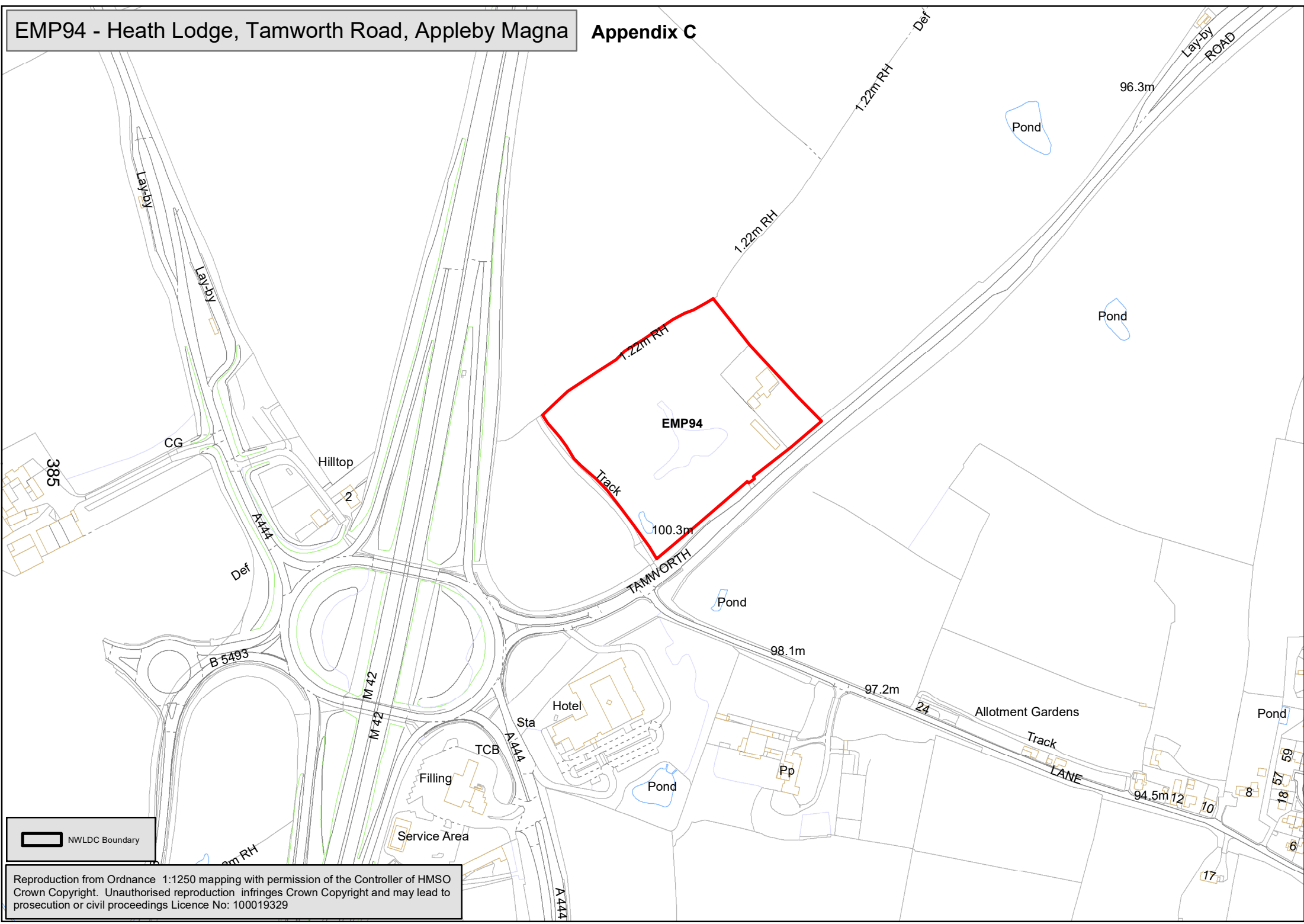
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p><b>locations</b> of the different elements of the Proposed Development. This should include the <b>footprint and heights (and depths)</b> of the structures (relevant to existing ground levels) ....” (extract from the EIA Scoping Opinion).</p>	
<p><i>Respondents: Stuart Dudley (102); Duncan Ferguson (148); Peter Onyon (203);</i></p>		
<p>It will hugely exacerbate parking problems in the village, already in existence with airport staff and passengers.</p>	<p>It is expected that the full parking requirement will be met within the EMP90 site.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>
<p><i>Respondent: Richard Brackenbury (117); Jane Cunningham (303); Stephen Smith (305); Kath Taylor (323); Ron Taylor (324); Dawn McIver (331); Karen Oliff (593);</i></p>		
<p><b>7 – Agricultural Land</b></p>		
<p>Development will result in the loss of productive agricultural land. The Government has advised the protection of agricultural land. Food security is an important issue. The type of development planned and the number of people employed is not in proportion to the amount of farm land destroyed.</p>	<p>The NPPF states that “Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. The availability of agricultural land used for food production should be considered, alongside the other policies in this Framework, when deciding what sites are most appropriate for development” (footnote 62). This means that the development of agricultural land is not of itself a reason to resist development. It is a factor to weigh in the planning balance.</p> <p>SEGRO report that approx. 64Ha is subgrade 3b agricultural quality with the remainder (approx. 35Ha) falling within the Best and Most Versatile classifications (i.e. 1,2 and 3a).</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>


MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
	<p>The EIA Scoping Opinion for SEGRO's proposals on the whole of EMP90 was submitted to the Planning Inspectorate (as the determining body for the DCO). The Planning Inspectorate's response states that they will require a clear tabulation of the areas of land of each agricultural land classification that will be temporarily or permanently lost as a result of the Proposed Development, specific justification for the use of the land by grade should be provided.</p>	
		<p><i>Respondents: Nick Hollick (38); Duncan Ross (44); Alison Evans (57); Marie Slevin (68); Susan Hurley (69); Robert Evans (73); Hazel Fitzgibbon (87); John Hurley (88); Julia Matthew (90); Richard Smith (101); Stuart Dudley (102); Judith Billington (103); Alan Clark (105); Karen Jepson (106); Paul Jepson (110); Susan Smith (111); Andrew Allman (114); Richard Brackenbury (117); Susan Ward (125); Delia Platts (137); Michael Doyle (138); Kay Armitage (149); Jamie Donaghy (167); David Bamford (170); Long Whatton &amp; Diseworth Parish Council (189); Angela Bamford (194); Lesley Allman (198); Peter Onyon (203); James Agar (209); Erika Wood (210); Andy Foxhall (217); Joanne Hunt (253); Janet Allard (271); Samantha Wade (275); Mervyn Johnson (284); Garry Needham (285); Pauline Needham (292); Caroline Reffin (300); Annette Della-Porta (302); Jane Cunningham (303); Kathryn Hutchinson (304); Emma Haycraft (306); Dave Hawtin (306); Diseworth Heritage Trust (308); Neil Curling (309); Elizabeth Jarrom (315); William Jarrom (316); Janet Moorhouse (329); Alison Millward (343); Tony Wilson (351); Jeffrey Guy (352); Vanessa Johnson (354); Ron Mearns (361); S. Smith (372); Jim Snee (376); Susan Fenny (387); Glenn Robinson (423); Shirley Briggs (539); Karl Pigott (580); Kathleen Pigott (581); Karen Oliff (593); Carly Snee (626); Nigel Lane (629);</i></p>
<p>Development will result in increased overall carbon emissions e.g. from concrete used in construction, increased air/sea/road travel, energy needed to operate the site, loss of green space etc. The government insists that it is committed to a plan to reduce the carbon foot print. Also NWLDC declared a Climate Emergency in 2019, and set targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon District by 2050.</p>	<p>Through the DCO process the applicants will need to demonstrate the steps being taken to minimise carbon emissions. This will relate to both the construction and operational phases.</p>	<p>No change – but see the covering report (Local Plan Committee 16 December 2024) for the suggested overall approach to the Freeport land.</p>

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION
<p>It is unlikely that the developments planned in the vicinity of the airport (including EMP90) will be possible if we are to fulfil the Climate Change Act requirements.</p> <p>The policy says that the proposals should mitigate for, and adapt to, climate change. This is laughable.</p>		
<p><i>Respondents; Alison Evans (57); Robert Evans (73); Julia Matthew (90); Stuart Dudley (102); Karen Jepson (106); Paul Jepson (110); Richard Brackenbury (117); Michael Doyle (138); Isobel Smithies (164); Erika Wood (210); Andy Foxhall (217); Janet Allard (271); Stephen Smith (305); Neil Curling (309); Tony Wilson (351); Jeffrey Guy (352); David Fenny (388); Siobhan Dillon (396); Julie Doyle (416); Marie Brierley (638);</i></p>		

This page is intentionally left blank



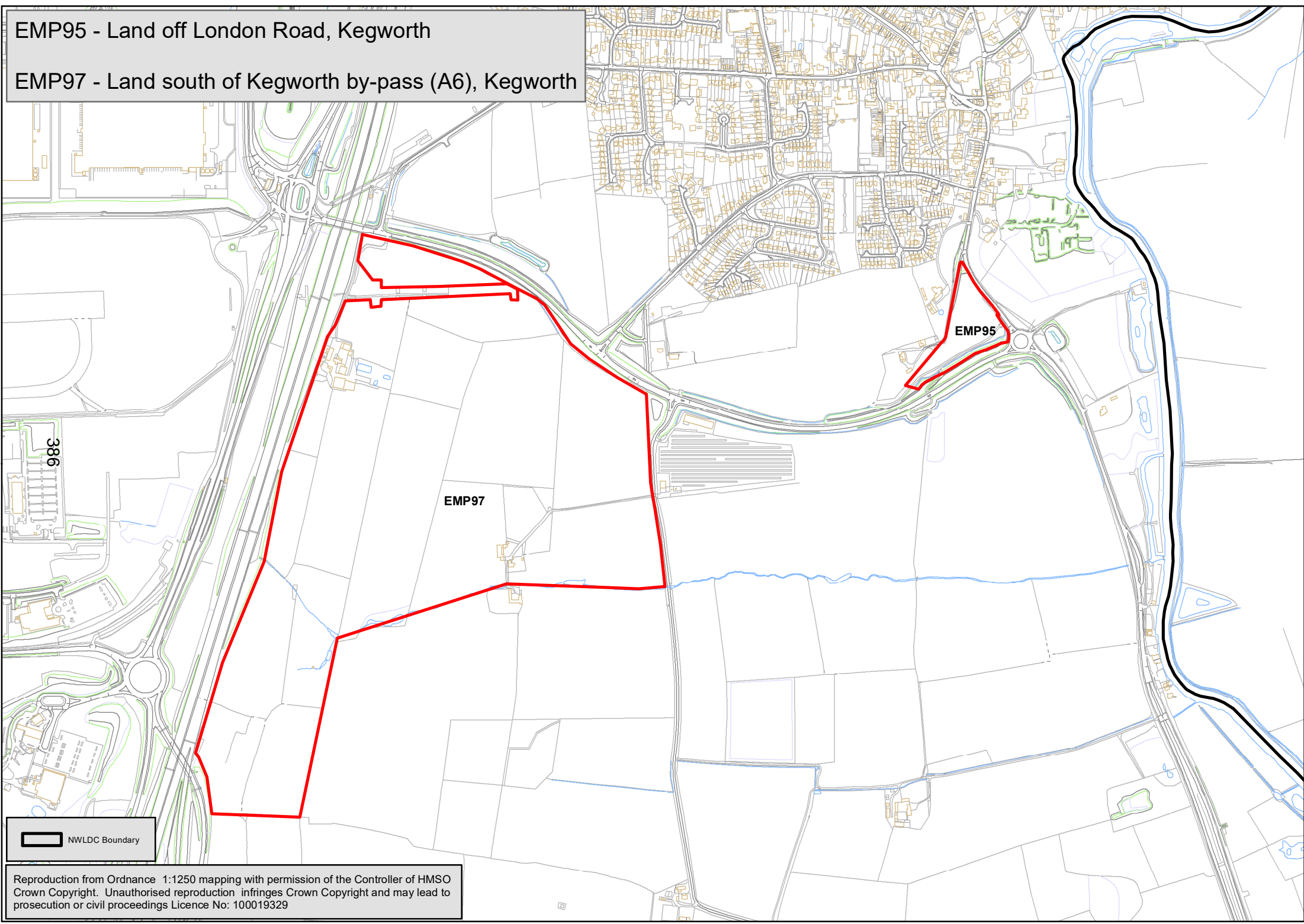



 NWLDC Boundary

Reproduction from Ordnance Survey 1:1250 mapping with permission of the Controller of HMSO Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings Licence No: 100019329

EMP95 - Land off London Road, Kegworth

EMP97 - Land south of Kegworth by-pass (A6), Kegworth

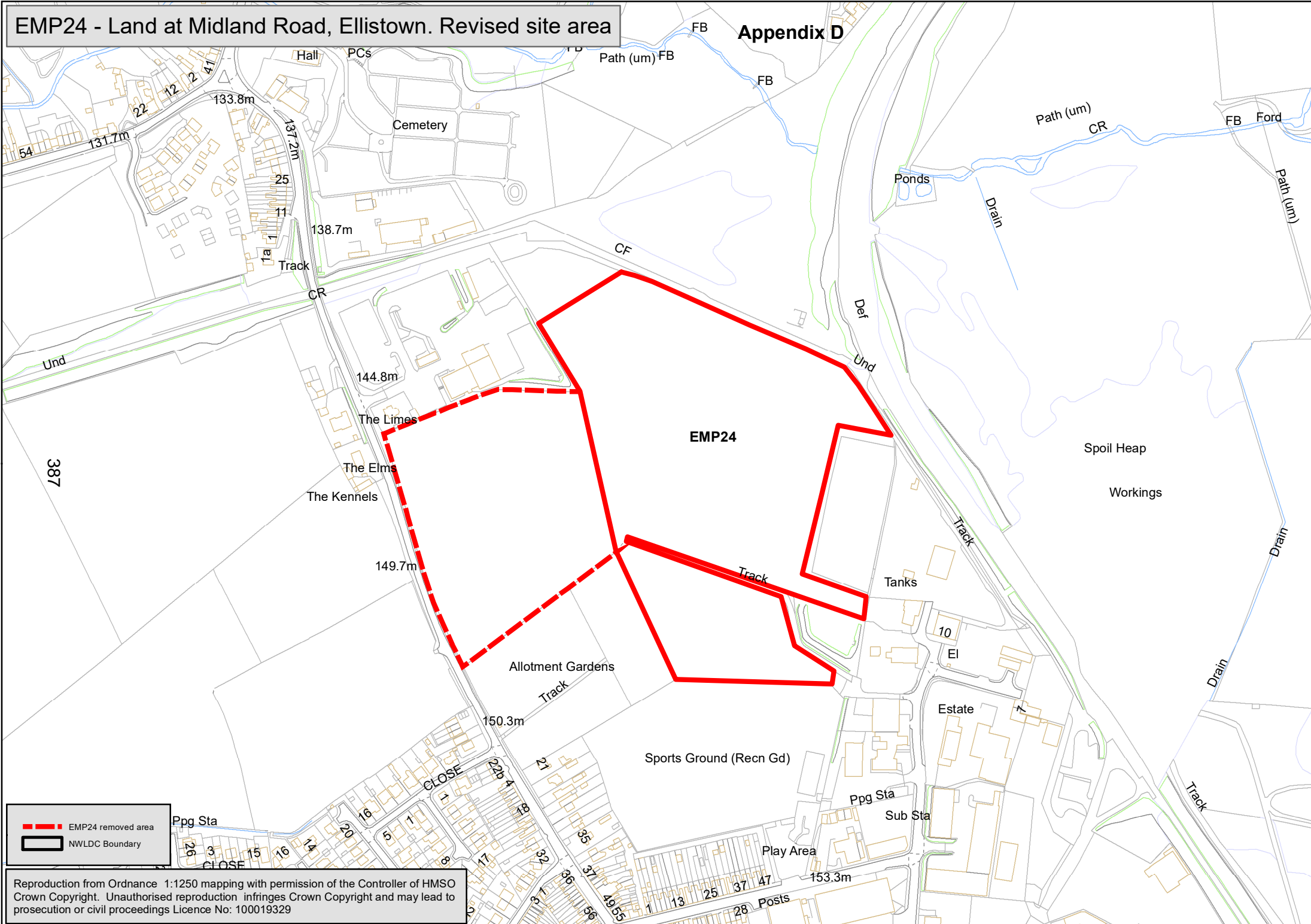


 NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

# EMP24 - Land at Midland Road, Ellistown. Revised site area

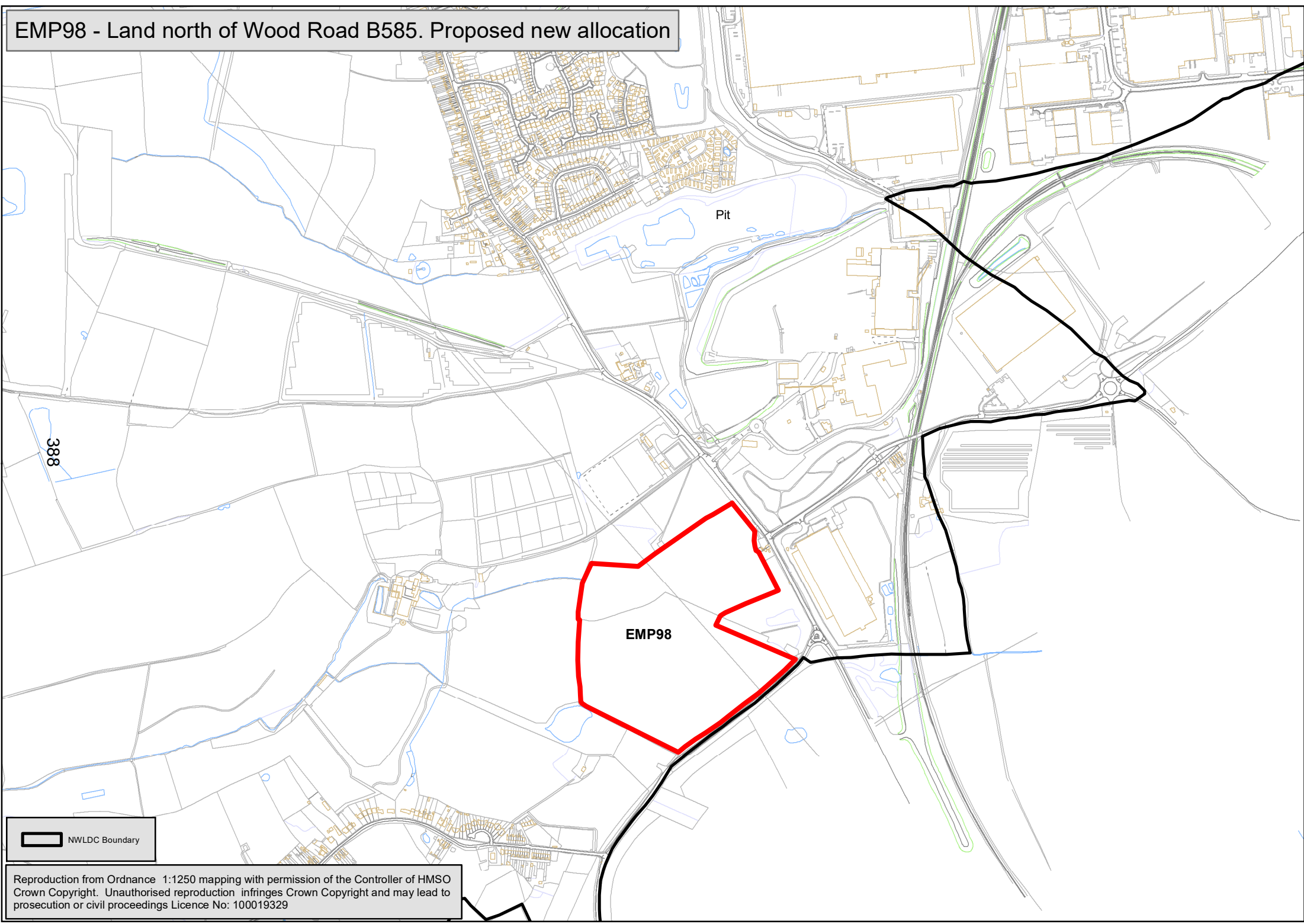
## Appendix D



--- EMP24 removed area  
□ NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings Licence No: 100019329

EMP98 - Land north of Wood Road B585. Proposed new allocation

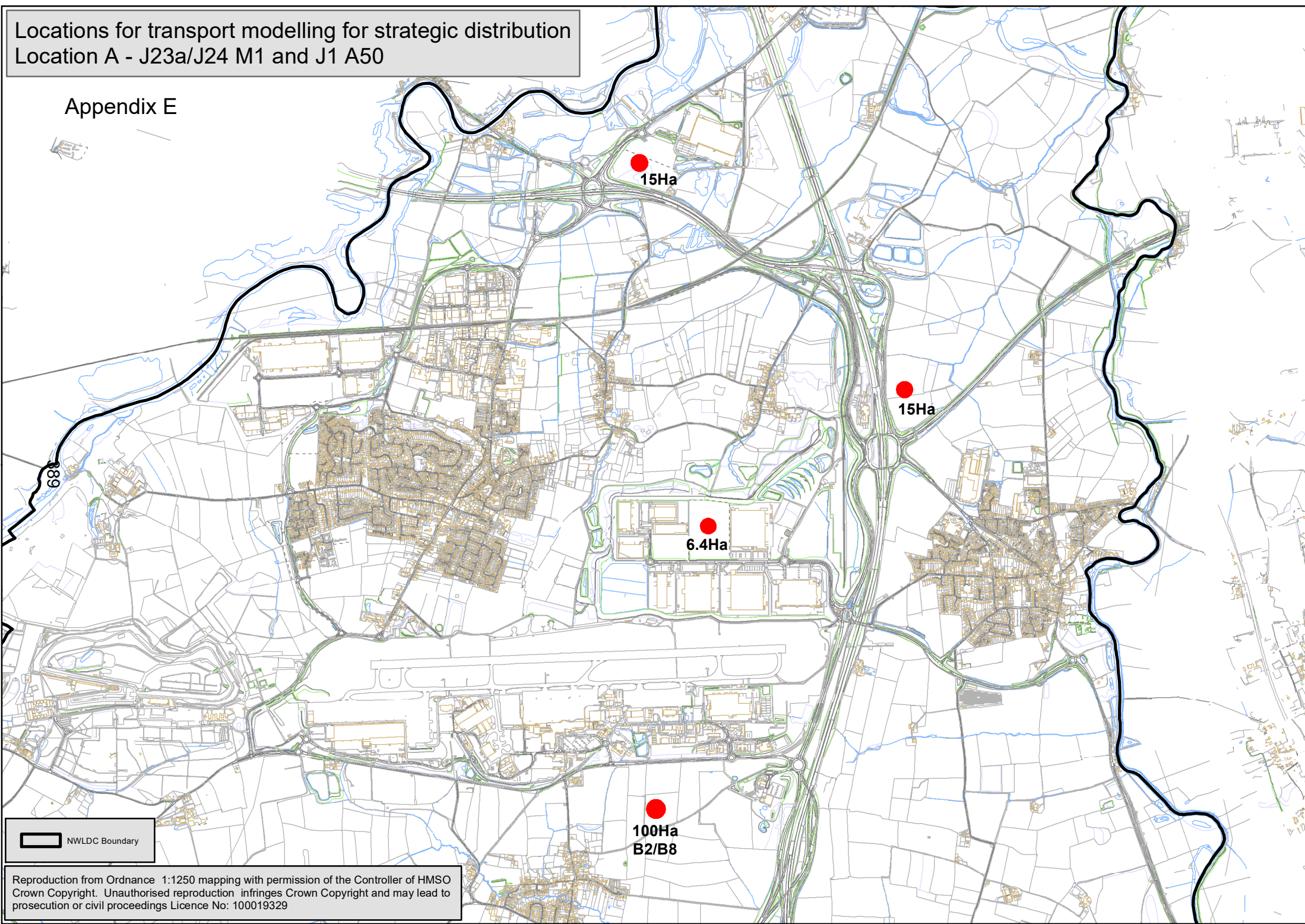



 NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

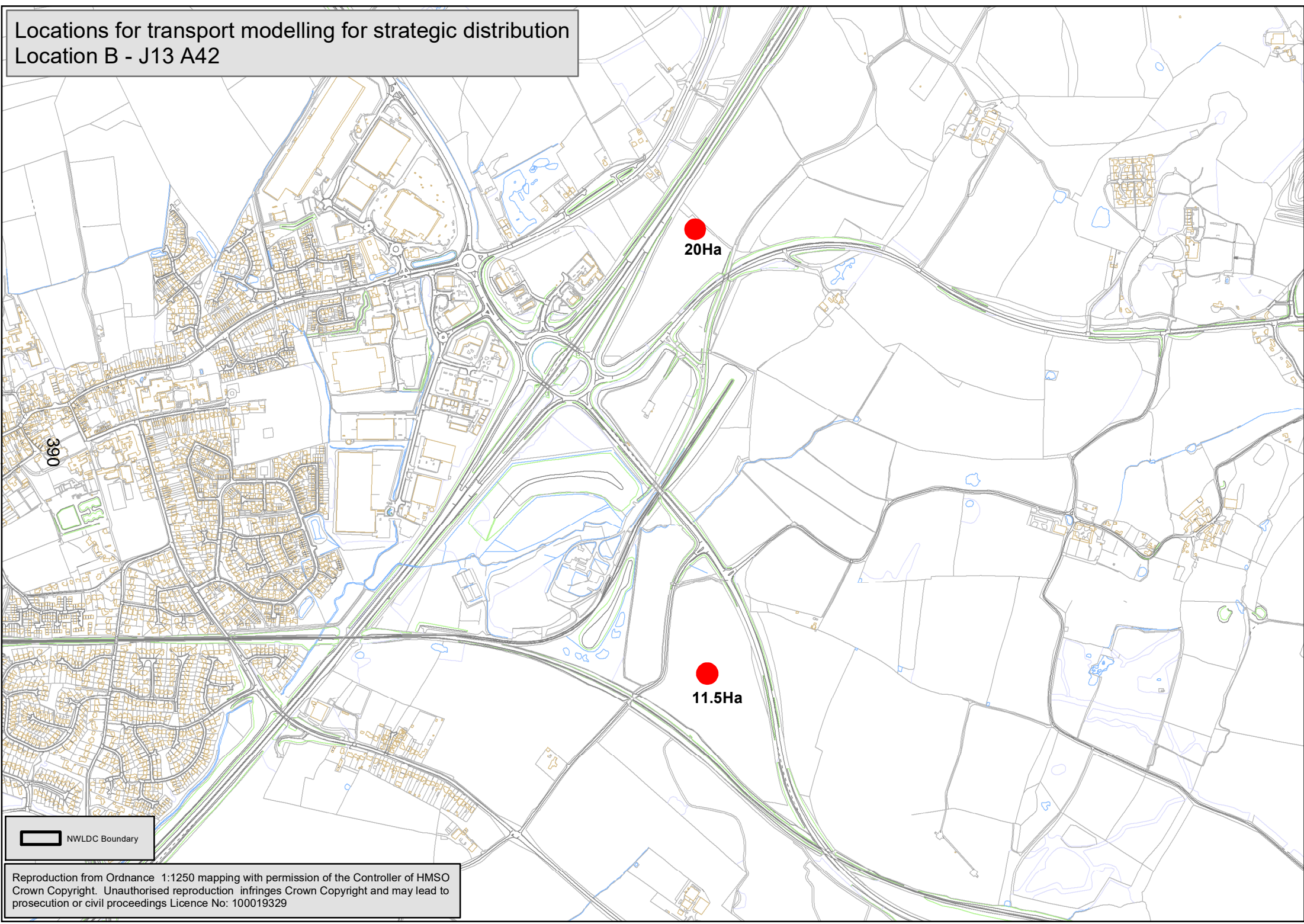
Locations for transport modelling for strategic distribution  
Location A - J23a/J24 M1 and J1 A50

Appendix E




 NWLDC Boundary

Locations for transport modelling for strategic distribution  
Location B - J13 A42



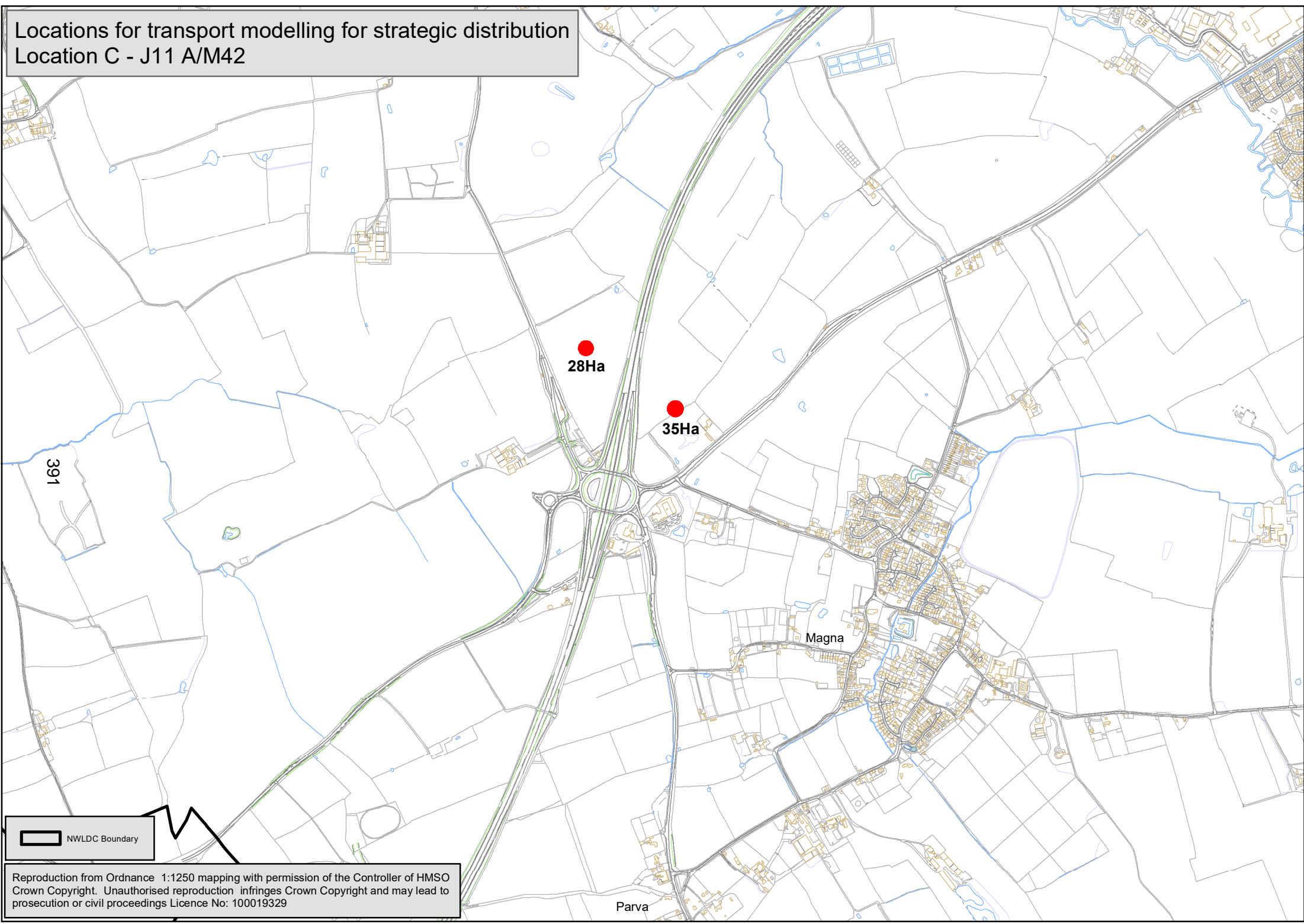
20Ha


11.5Ha

 NWLDC Boundary

Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

Locations for transport modelling for strategic distribution  
Location C - J11 A/M42



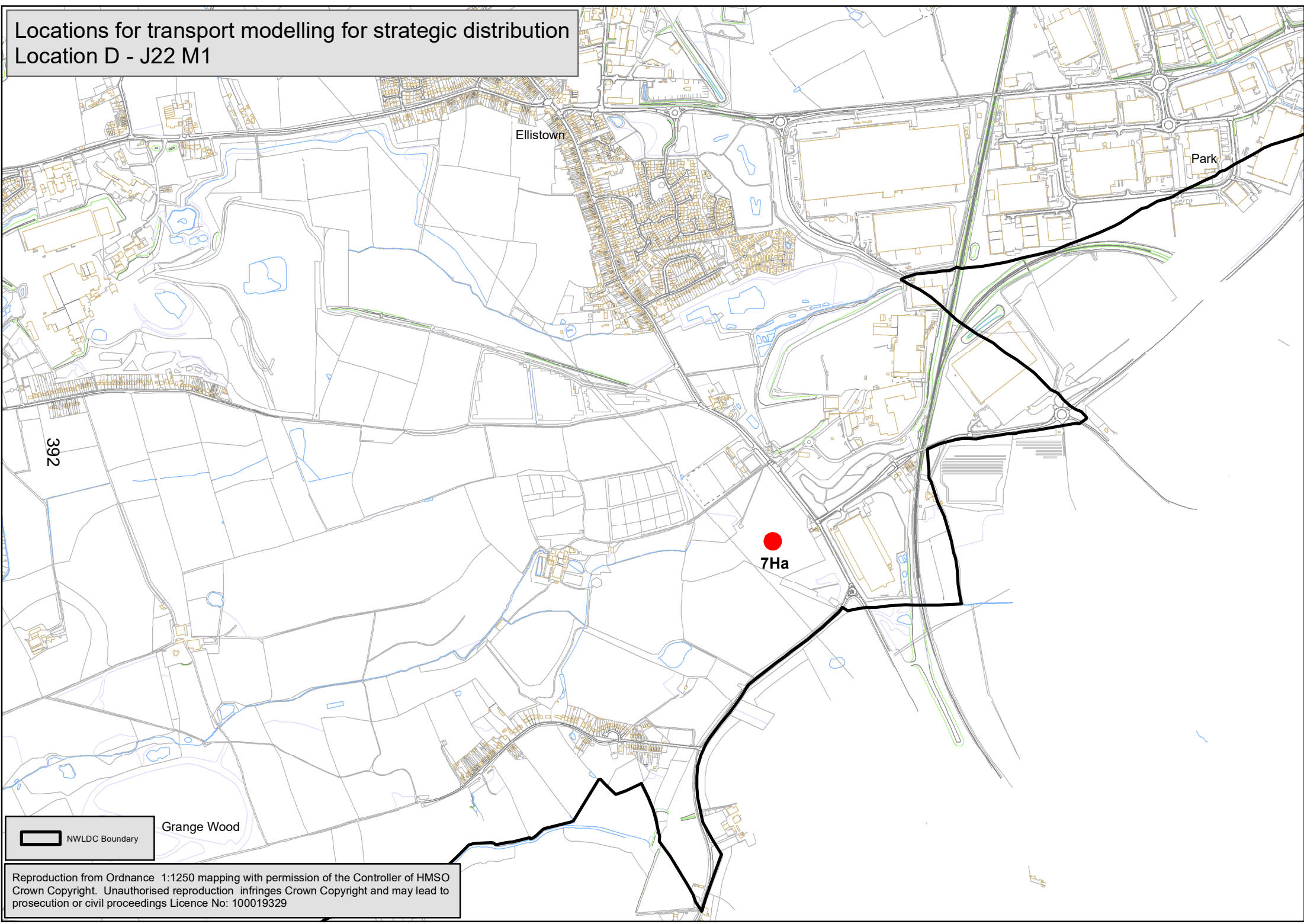
 NWLDC Boundary


Reproduction from Ordnance 1:1250 mapping with permission of the Controller of HMSO  
Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to  
prosecution or civil proceedings Licence No: 100019329

Parva

# Locations for transport modelling for strategic distribution

## Location D - J22 M1



 NWLDC Boundary

Grange Wood