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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6.00 pm on Wednesday, 11 June 2025
Location	Forest Room, Stenson House, London Road, Coalville, LE67 3FN
Officer to contact	Democratic Services 01530 454512

AGENDA

Item		Pages
1	APOLOGIES FOR ABSENCE	
2	DECLARATION OF INTERESTS Under the Code of Conduct members are reminded that in declaring interests you should make clear the nature of that interest and whether it is a disclosable pecuniary interest, registerable interest or other interest.	
3	PUBLIC QUESTION AND ANSWER SESSION To receive questions from members of the public under rule no.10 of the Council Procedure Rules.	
4	MINUTES To confirm and sign the minutes of the meeting held on 21 May 2025	3 - 6

5 TO CONSIDER THE PETITION REFERRED BY COUNCIL ON 13 MAY 2025

To consider the following petition submitted by Ms G Baker.

Petition Summary/Background

Draft NWL Local Plan 2020-2040 - We strongly oppose the proposal to build nearly 800 properties from Talbot Lane, Whitwick, through New Swannington into Coalville. Which will destroy our green space, and have a devastating impact on wildlife, our environment and on local resources. We also strongly oppose plans which will lead to Whitwick and Thringstone becoming part of Coalville Town, this will destroy our heritage, historical identity and communities.

Action petitioned for

We, the undersigned, are concerned residents who urge NWLDC to act now to build only our fair share of housing and commercial sites and ensure that proposals to build are designed to minimise the impact on the character of the villages and the facilities nearby. We would also urge that the Council take seriously their responsibilities to reduce building impact on climate change and build affordable housing close to areas of employment and current networks as a priority.

There are 225 valid signatures on the petition, which in accordance with the scheme is an 'ordinary petition'.

6 NEW LOCAL PLAN - CONSIDERATION OF THE CONSULTATION RESPONSES TO POLICIES

The report of the Planning Policy and Land Charges Team Manager

7 - 214

Circulation:

Councillor J G Simmons (Chair)
Councillor P Lees
Councillor M Ball (Deputy Chair)
Councillor D Bigby
Councillor S Lambeth
Councillor J Legrys
Councillor R L Morris
Councillor P Moulton
Councillor C A Sewell
Councillor L Windram
Councillor M B Wyatt

MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Forest Room, Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 21 MAY 2025

Present: Councillor J G Simmons (Chair)

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

In Attendance: Councillors

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

1 APOLOGIES FOR ABSENCE

There were no apologies received.

2 DECLARATION OF INTERESTS

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

All members disclosed that they were lobbied on item 5 without influence and attended the meeting with an open mind.

3 PUBLIC QUESTION AND ANSWER SESSION

There were two questions; addressed by the Chair of the Committee.

QUESTION FROM MRS G BAKER

'In response to a question about access to the site in August 2024, you responded that several options were being considered but could not be clear where that would be at that stage. However, the Team Manager did comment that access onto Church Lane, where a primary school is located, would not be acceptable. However, an email I received recently suggested that access for West Whitwick was now likely be from C81 on Church Lane. I have also been informed that the owners of site C78 are selling their house and land with an option agreement, because they had previously believed that access would be through their 2.5 acres. They now also understand that access to the site will now be further along Church Lane. Could you now clarify for me please if access to West Whitwick Broad Location will be through C81, despite access to Church Lane being strongly rejected by the Highways authority when planning permission for C48 was rejected in 2017?'

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

'To date there is no agreement regarding the access arrangements for the West of Whitwick site. It is understood that the promoters have been, and are, investigating this issue in consultation with the County Highway Authority. In response to comments from the County Highway Authority to the draft Local Plan, the Local Plan Committee of 16 December 2024 agreed to add in an additional requirement in respect of this site to co-ordinate development with land north of Church Lane (C48), particularly in respect of vehicular access and design and layout.'

In response to a supplementary question, the Planning Policy and Land Charges Team Manager explained that traffic activity will be based on traffic modelling work to be undertaken and which will inform the next stage of the plan. The work required includes the Highway Authority and is based on assumptions, but traffic would ultimately depend

on the development's population and their travelling activity.

QUESTION FROM MR C TAYLOR

'With regard to the West Whitwick Valley site, currently all of the closest Primary schools to the development have a total available capacity of 10 pupils and the closest secondary schools are currently over capacity by 93 pupils. These figures also include for schools that fall outside of the catchment area for Whitwick. I cannot see anything within the plan for any construction of additional Primary and Secondary schools to accommodate the additional demand created by the extra 550 houses to be constructed on the West Whitwick Valley site - also other close development sites will require additional places in schools. Can you tell me what plans are in place to start construction of these schools prior to any houses being built?'

RESPONSE FROM THE CHAIR OF THE LOCAL PLAN COMMITTEE

'An Infrastructure Delivery Plan (IDP) identifies what additional infrastructure will be required to support new development and is informed by advice from infrastructure providers. In terms of education, that is Leicestershire County Council. In terms of primary education, it identifies that, at this time, it is anticipated that demand from development in the Coalville Urban Area (which includes the west of Whitwick site) can be met from spare capacity at existing or two new schools in the Coalville Urban Area. In terms of secondary education, the County Council will look at options to accommodate demand in the Coalville Urban Area through the expansion or reconfiguration of Castle Rock or Newbridge schools. The developer of this site would be required to make a financial contribution to any additional accommodation that is required, commensurate to their impact as required under the Community Infrastructure Levy regulations.'

In response to a supplementary question, the Planning Policy and Land Charges Team Manager explained that the County Council are the education authority for the district, the decisions they make will depend on when planning applications are submitted and how to deal with the impact on schools at that point in time. Officers will be maintaining communication with the authority.

4 MINUTES

Consideration was given to the minutes of the meeting held on 11 March 2025.

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

RESOLVED THAT:

The minutes of the meeting held on 11 March 2025 be approved and signed by the Chair as a correct record.

5 EAST MIDLANDS AIRPORT – SUSTAINABLE DEVELOPMENT PLAN CONSULTATION

Prior to the report presentation, the Planning Policy and Land Charges Team Manager referred the Committee to the Update Sheet, which addressed concerns raised by a member and included additional points to be forwarded to the East Midlands Airport.

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

A discussion was had, beginning with a member expressing disappointment that linking the East Midlands Parkway to the airport was only briefly mentioned as it was a valuable tool that could be utilised as a reliable source of transport to the airport. A lack of connectivity to the airport was supported by another member, who emphasised that an increase in an extra 20,000 jobs being generated by the airport without reliable public transport, was not a sustainable action. Nor was the increase in jobs before allocation of additional sites to the Local Plan.

Members highlighted the need for the airport to have tighter and more accountable sustainability monitoring and oversight to manage issues such as noise pollution and its impact on residents and public transport. The Planning Policy and Land Charges Team Manager agreed to obtain more information from the airport to feed back to the Committee.

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

RESOLVED THAT:

- 1) East Midlands Airport be thanked for consulting the Council.
- 2) The comments set out in this report be forwarded to East Midlands Airport as this Council's response.

6 GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE

The report was presented by the Head of Planning and Infrastructure.

A discussion followed. Members welcomed and commended the Good Design Guide, and commented that it was a step forward from an already good guide and looked forward to its publication which would support stronger development in the district.

A discussion was had about the requirement to include chimneys on all new housing, as some members commented it was unnecessary with others liking them and think they improve the street scene. It was explained that chimneys make a development look stronger and have a positive impact on streetscape but the Head of Planning and Infrastructure would explore this further.

It was suggested by a member that sustainable and energy efficiency could be included more in the report with more recommendations. This included encouraging a fabric first approach to energy efficiency and encouraging developers to put the management of open spaces back to local authorities.

The comments were taken on board by the Head of Planning and Infrastructure as they welcomed any feedback and informed the Committee that there was the opportunity to make amendments to the document.

A member expressed disappointment that the guide wasn't submitted to a Scrutiny Committee and commented that all members of the Council should have the opportunity to provide input to the guide.

At the end of the discussion, a member commented that they had requested for the Committee to discuss whether a policy could be developed in relation to the management of public open space. The chair agreed that this could be looked into.

It was moved by Councillor J Legrys, seconded by Councillor R Morris and

RESOLVED THAT:

The draft Good Design Guide for North West Leicestershire Supplementary Planning document be approved for public consultation.

The meeting commenced at 6.00 pm

The Chairman closed the meeting at 6.30 pm

NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
LOCAL PLAN COMMITTEE – WEDNESDAY 11 JUNE 2025



Title of Report	NEW LOCAL PLAN – CONSIDERATION OF THE CONSULTATION RESPONSES TO POLICIES	
Presented by	Ian Nelson Planning Policy and Land Charges Team Manager	
Background Papers	<p>Report to Local Plan Committee 18 October 2023 Draft Local Plan – Policies</p> <p>Draft North West Leicestershire Local Plan 2020 - 2040 Proposed Policies for Consultation (January 2024)</p> <p>Report to Local Plan Committee 22 May 2024 Local Plan Regulation 18 Consultation</p> <p>Report to Local Plan Committee 14 August 2024 New Local Plan – Strategy Policies: Consultation Responses</p> <p>Draft Sustainability Appraisal of Policies (May 2025)</p> <p>National Planning Policy Framework</p> <p>Local Development Scheme (February 2025)</p>	<p>Public Report: Yes</p>

Financial Implications	The cost of the Local Plan Review is met through existing budgets which are monitored on an ongoing basis.
	Signed off by the Section 151 Officer: Yes
Legal Implications	The Local Plan must be based on robust and up to date evidence.
	Signed off by the Monitoring Officer: Yes
Staffing and Corporate Implications	No staffing implications are associated with the specific content of this report. Links with the Council's Priorities are set out at the end of the report.
	Signed off by the Head of Paid Service: Yes
Purpose of Report	To consider the comments made in respect of a number of the development management-style policies from the draft Regulation 18 Plan (2024), and to agree changes for incorporation into the Regulation 19 pre-submission version of the Plan.
Recommendations	<p>THAT THE LOCAL PLAN COMMITTEE:</p> <ol style="list-style-type: none"> 1. NOTES THE COMMENTS RECEIVED IN RESPECT OF THE DRAFT POLICIES. 2. AGREES THE FOLLOWING POLICIES FROM THE DRAFT LOCAL PLAN PROPOSED POLICIES FOR CONSULTATION DOCUMENT (JANUARY 2024) FOR INCLUSION IN THE REGULATION 19 PLAN, SUBJECT TO THE FINDINGS OF WHOLE PLAN VIABILITY ASSESSMENT: <ol style="list-style-type: none"> (I) POLICY EC10 (EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES); (II) POLICY IF7 (ASHBY CANAL); (III) POLICY EN4 (CHARNWOOD FOREST REGIONAL PARK) 3. AGREES THE FOLLOWING POLICIES AS AMENDED IN APPENDIX F FOR INCLUSION IN THE REGULATION 19 PLAN, SUBJECT TO THE FINDINGS OF WHOLE PLAN VIABILITY ASSESSMENT: <ol style="list-style-type: none"> (I) POLICY H6 (RURAL EXCEPTION SITES); (II) POLICY H7 (SELF BUILD AND CUSTOM HOUSEBUILDING); (III) POLICY H10 (SPACE STANDARDS); (IV) POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES); (V) POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES);

	<p>(VI) POLICY EC5 (EXISTING EMPLOYMENT AREAS);</p> <p>(VII) POLICY EC6 (START UP WORKSPACE);</p> <p>(VIII) POLICY EC7 (LOCAL EMPLOYMENT OPPORTUNITIES);</p> <p>(IX) POLICY EC8 (EAST MIDLANDS AIRPORT);</p> <p>(X) POLICY EC9 (EAST MIDLANDS AIRPORT: SAFEGUARDING);</p> <p>(XI) POLICY EC11 (DONINGTON PARK CIRCUIT);</p> <p>(XII) POLICY EC12 (RETITLED TO: TOURIST ATTRACTIONS AND VISITOR ACCOMMODATION);</p> <p>(XIII) POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT);</p> <p>(XIV) POLICY TC2 (HOT FOOD TAKEAWAY USES);</p> <p>(XV) POLICY IF2 (COMMUNITY FACILITIES);</p> <p>(XVI) POLICY IF6 (RETITLED TO: REOPENING OF PASSENGER RAIL SERVICES);</p> <p>(XVII) POLICY IF8 (PARKING AND NEW DEVELOPMENT);</p> <p>(XVIII) POLICY EN2 (RIVER MEASE SPECIAL AREA OF CONSERVATION);</p> <p>(XIX) POLICY EN3 (THE NATIONAL FOREST);</p> <p>(XX) POLICY EN6 (LAND AND AIR QUALITY);</p> <p>(XXI) POLICY EN7 (CONSERVATION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT).</p> <p>4. AGREES THE POLICY MAP CHANGES FROM APPENDIX A OF THE DRAFT LOCAL PLAN PROPOSED POLICIES FOR CONSULTATION DOCUMENT (JANUARY 2024), EXCLUDING EAST MIDLANDS GATEWAY EXISTING EMPLOYMENT AREA, FOR INCLUSION IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>5. AGREES THE POLICY MAP CHANGES LISTED IN PARAGRAPH 8.3 AND SHOWN IN APPENDIX G FOR INCLUSION IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p>
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1 INTRODUCTION

- 1.1 At its meeting on [18 October 2023](#), Local Plan Committee agreed a set of draft Local Plan policies for 'Regulation 18' consultation. The public consultation, which also included proposed site allocations and changes to the Limits to Development, ran between 5 February and 17 March 2024. Over the subsequent months the Committee has considered a series of reports dealing with the responses received.
- **22 May 2024.** Overview of the number of responses and the types of respondents.
 - **14 August 2024.** Consideration of the representations to Strategy Policies S1-S5 and the Plan's Objectives.
 - **16 December 2024.** Consideration of the representations relating to the proposed new settlement at Isley Woodhouse, housing allocations in the Coalville Urban Area and employment site allocations.
 - **29 January 2025.** Consideration of the representations to the Limits to Development.
 - **11 March 2025.** Consideration of the representations to the proposed housing allocations in the Key Service Centres, Local Service Centres and Sustainable Villages
- 1.2 This report is concerned with a number of the development management-style policies which have not been reported previously. The policies and the number of responses each received are listed below.

Table 1 – Policies included in this report

	No. of responses
Chapter 6 - Housing	
Policy H6 – Rural Exceptions Sites	6
Policy H7 – Self-build and Custom Housebuilding	70
Policy H10 - Space Standards	23
Policy H11 – Accessible, Adaptable and Wheelchair User Homes	26
Chapter 7 - The Economy	
Policy Ec4 – Employment Uses on Unidentified Sites	15
Policy Ec5 – Existing Employment Areas	12
Policy Ec6 – Start-up Workspace	7
Policy Ec7 - Local Employment Opportunities	7
Policy Ec8 - East Midlands Airport	11
Policy Ec9 - East Midlands Airport: Safeguarding	6
Policy Ec10 - East Midlands Airport: Public Safety Zones	10
Policy Ec11 – Donington Park Circuit	5
Policy Ec12 – Tourism and Visitor Accommodation	8
Chapter 8 - Town and Local Centres	
Policy TC1 - Town and Local Centres: Hierarchy and Management of Development	8
Policy TC2 - Hot Food Takeaway Uses	3

Chapter 9 - Infrastructure and Facilities	
Policy IF2 – Community Facilities	12
Policy IF6 – Leicester to Burton Rail Line	7
Policy IF7 – Ashby Canal	9
Policy IF8 – Parking and New Development	9
Chapter 10 - Environment	
Policy En2 – River Mease Special Area of Conservation	18
Policy En3 – The National Forest	14
Policy En4 – Charnwood Forest Regional Park	4
Policy En6 – Land and Air Quality	13
Policy En7 – Conservation and Enhancement of the Historic Environment	11

- 1.3 The purpose of this report is to consider the representations received and to recommend changes to the policies in response. In addition, the policies have been subject to a Sustainability Appraisal (SA) by the Council's consultants although this is currently in draft and will be subject to change. The [draft SA findings](#) are broadly supportive of the proposed policies with mitigation measures and other potential improvements put forward in some cases (but not all). These suggestions are considered under the relevant section of this report.
- 1.4 The policies were originally written in the context of the September 2023 version of the National Planning Policy Framework (NPPF). The NPPF has been updated twice since then, most recently in December 2024. Officers have considered the implications of these changes in making their recommendations on individual policies.
- 1.5 More widely, the Government intends to consult on new national development management policies sometime this year. These national policies would cover planning considerations that regularly apply in decision-making with the aim of simplifying and regularising the approach to common planning matters. It would remove the need to cover such issues in Local Plans. For the time being, and to minimise risk, it is recommended that the new local plan continue to include its suite of development management policies. If and when the new national policies are confirmed, officers will advise on any implications for these local policies.
- 1.6 It should also be noted that all of the policies in the plan will need to be subject to a Viability Assessment. This could result in the need for further changes to the policies when the Regulation 19 version of the plan is taken to Council for agreement. As highlighted in the report, there are a small number of policies where the outcome of the Viability Assessment is more likely to result in the need for further changes, notably policies H7(Self-build and Custom Housebuilding), H10 (Space Standards), H11 (Accessible, Adaptable and Wheelchair User Homes) and Ec6 (Start up Workspace).
- 1.7 For completeness, listed below are the remaining policies which will be reported to future meetings of the Committee.

Table 2 – Policies which will be reported to future meetings

Chapter 5 - Creating Attractive Places
Policy AP1 – Design of New Development
Policy AP2 - Amenity
Policy AP3 – Renewable Energy
Policy AP4 – Reducing Carbon Emissions
Policy AP5 – Health and Wellbeing
Policy AP6 – Health Impact Assessments
Policy AP7 – Flood Risk
Policy AP8 – Sustainable Urban Drainage Systems
Policy AP9 – Water Efficiency
Chapter 6 - Housing
Policy H1 – Housing Strategy
Policy H2 – Housing Commitments
Policy H3 – Housing Provision – New Allocations
Policy H4 – Housing Types and Mix
Policy H5 – Affordable Housing
Policy H8 – Houses in Multiple Occupation in Kegworth
Policy H9 – Provision for Gypsies & Travellers and Travelling Showpeople
Chapter 7 - The Economy
Policy Ec1 – Economic Strategy
Policy Ec2 – Employment Commitments
Policy Ec3 – New Employment Allocations
Chapter 9 - Infrastructure and Facilities
Policy IF1 – Development and Infrastructure
Policy IF3 - Green and Blue infrastructure
Policy IF4 – Open Space, Sport and Recreation Facilities
Policy IF5 – Transport Infrastructure and New Development
Chapter 10 - Environment
Policy En1 – Nature Conservation/Biodiversity Net Gain
Policy En5 – Area of Separation

2 STRUCTURE OF THIS REPORT

2.1 This report is structured by Local Plan chapter. Each section highlights the key issues raised in connection with policies from a chapter of the plan. Any recommendations from the SA report are also addressed. For each section there is a linked appendix which summarises and groups together the various representations by policy and chapter and provides officers' comments in response.

- **Section 3** deals with **Housing Policies H6, H7, H10 and H11**. Linked **Appendix A** provides a summary of the representations received to each of these policies and officers' assessment of the issues raised.
- **Section 4** deals with **Economy Policies Ec4, Ec5, Ec6, Ec7, Ec8, EC9, Ec10,**

Ec11 and Ec12. The linked appendix is **Appendix B.**

- **Section 5** deals with **Town and Local Centre Policies TC1 and TC2.** The linked appendix is **Appendix C.**
- **Section 6** deals with **Infrastructure and Facilities Policies IF2, IF6, IF7 and IF8.** The linked appendix is **Appendix D.**
- **Section 7** deals with **Environment Policies En2, En3, En4, En6 and En7.** The linked appendix is **Appendix E.**
- **Section 8** deals with changes to the **Policies Map.** The linked appendix is **Appendix G.**
- **Section 9** outlines the next steps

2.2 **Appendix F** contains revised versions of the policies as a result of this consideration.

3 HOUSING (CHAPTER 6)

Policy H6 – Rural Exceptions Sites

- 3.1 Most of the limited number of responses to this policy focus on the principle of rural exceptions sites. A wording change is recommended to clarify the circumstances where including an element of market housing on a rural exception site may be acceptable to better align with NPPF.
- 3.2 Policy criterion 1(c) states that the occupants should “have reasonable access to community services and facilities where appropriate” and officers have considered the SA’s recommendation that the term ‘reasonable access’ should be defined. By their nature, rural exception sites are likely to be in locations where access to services is more constrained. In practice, assessing this factor will be a matter of judgement taking into account the types of facilities available, their importance, their proximity and whether it would be feasible for residents to reach them using sustainable modes of transport (walking, cycling and public transport). Commentary to this effect can be added to the supporting text.
- 3.3 According to the SA, the effect of this policy on greenfield sites including agricultural land (SA Objective SA14) is uncertain because it depends on where the sites are located. The SA recommends that the policy or supporting text identifies that impacts should be considered and minimised. In response, the ‘exception’ nature of this policy means that the majority of such sites will indeed be greenfield. The need to consider the significance of agricultural land loss is highlighted in the NPPF (paragraph 187b) and will be assessed as part of the ‘planning balance’ when an application is determined. It does not require specific mention in this policy.
- 3.4 The SA further suggests that the policy or supporting text should state that rural exception sites should avoid being located within identified gaps between settlements. Policy S4(2)(b) deals with the matter of separation between settlements and again this will be a matter for the ‘planning balance’. For example, it could be that the wider benefits of the affordable housing scheme outweigh a reduction in the gap between settlements. No change to the plan is proposed.

Policy H7- Self-build and Custom Housebuilding

- 3.5 Policy H7 received a high volume of objections from both local residents and landowners/developers/agents, albeit that these groups objected to different elements of the policy.
- 3.6 A change is proposed to part (1) of the policy in response to Ashby Town Council's comments, i.e. to encourage self-build and custom housebuilding (SBCH) in locations where all new homes would be deemed acceptable. This means that as well as within the Limits to Development, SBCH would also be appropriate on previously developed land and where the proposals accorded with either Policy S3 (Local Housing Needs Villages) or Policy S5 (Residential Development in the Countryside).
- 3.7 Landowners/developers/agents highlighted concerns with part (2)(a) of the policy, whereas this part was broadly supported by residents and parish/town councils. Broadly, these developer concerns related to:
- The lack of justification for 5% SBCH on proposals of 30 dwellings or more;
 - The lack of demand for SBCH on sites of this nature;
 - The practical/operational issues associated with delivering SBCH on these types of sites
- 3.8 These types of policies are becoming more common and officers feel that the methodology underpinning the percentage requirement is justified, albeit it will need to be subject to a whole plan Viability Assessment. **Appendix A** references other examples of other local planning authorities with similar adopted policies and the guidance they have prepared on the delivery of SBCH on large-scale sites. There is the potential to add more guidance to the supporting text of the Regulation 19 Plan.
- 3.9 Despite local resident objections, officers do not propose to remove part (2)(b) of the policy. It is required for flexibility and to ensure that plots on large-scale sites do not remain empty and under-utilised indefinitely. Officers do not propose to change the 12 month marketing period as this represents best-practice in other local planning authorities. However, officers accept that further guidance on the Council's expectations for the marketing of SBCH plots could be added to the policy and in the supporting text of the Regulation 19 Plan.
- 3.10 There was strong objection to part (3) of Policy H7 from local residents and from some parish/town councils. The argument from some was that we did not need this part of the policy because demand would be met via part (2)(a) and that no self-build or custom housebuilding development should be permitted in the countryside. Whilst demand should be met adequately at the Local Plan allocation sites, part (3) provides some clear criteria if the Council was not able to meet its demand. No changes are proposed to part (3) other than to confirm that self-build and custom housebuilding would be acceptable if it accorded with either Policy S3 or S5.

- 3.11 With regards to part (4), the majority of local residents argued that a Section 106 agreement was unenforceable when it came to ensuring that a home was genuinely self-build. Prior to determining an application for self-build or custom housebuilding, the Council must be satisfied that the initial owner of the home will have primary input into its final design and layout. As with any planning permission, the home must be built in accordance with the approved plans; otherwise, enforcement action can be taken. The Section 106 agreement is a mechanism by which the Council can take enforcement action if the applicant attempts to sell the home within a specified period. No changes are proposed to part (4) of Policy H7.
- 3.12 According to the SA, the effect of this policy on greenfield sites including the potential loss of agricultural land (SA Objective SA14) is uncertain because it depends on where the sites are located. This is of relevance to the criteria element of the policy that seeks to deal with SBCH windfall development in the countryside. The SA goes on to recommend that the policy or supporting text identifies that impacts should be considered and minimised. In response, the impact will not be known until the time of a planning application, and the additional text is not considered necessary as the loss of greenfield/agricultural land will be assessed as part of the planning merits of any proposal.
- 3.13 Although more of a process rather than policy issue, many respondents had concerns with the self-build register; these are dealt with in **Appendix A**.

Policy H10: Space Standards

- 3.14 This policy proposed that all new housing, including that created through conversions, subdivision or changes of use, should meet or exceed the Nationally Described Space Standards for gross internal floor areas and storage space.
- 3.15 Most of the responses were from landowners/developers/agents who highlighted objections and concerns to the policy on the grounds that: it is not sufficiently justified by the evidence; it has not been viability-tested; and it should incorporate more flexibility.
- 3.16 The Space Standards Topic Paper confirms that the evidence underpinning Policy H10 is similar to that accepted by Local Plan Inspectors elsewhere. Furthermore, the Regulation 18 consultation document made clear that this policy will form part of a whole plan Viability Assessment at Regulation 19 stage.
- 3.17 Regarding flexibility, officers do not accept the comments from some developers that space standards should be encouraged but not made mandatory or that the policy should be applied on a site-by-site basis. However, in response to Historic England's comments, officers accept there may be circumstances where it would be impractical or inappropriate to apply the space standards to conversions, subdivisions or changes of use. Some additional flexibility has been added to the policy (**Appendix F**) and the supporting text will be amended at Regulation 19 stage to provide the necessary explanation and clarification.

- 3.18 No changes are required to be made to the policy having regard to the outcome from the SA.

Policy H11: Accessible, Adaptable and Wheelchair User Homes

- 3.19 Part (1) of this policy proposed that all new housing should meet the optional Building Regulations standards for accessible and adaptable homes (M4(3)(2)). Several landowners/developers/agents highlighted that this would potentially duplicate the Building Regulations (as the previous government proposed to make this a mandatory requirement). As there has been no further announcement from the current government on this matter, it remains the case that the requirement needs to be tested through the Local Plan process. No changes are proposed to H11(1) for the time being. If M4(3)(2) was made mandatory before the Plan was adopted, it is agreed that the proposed policy requirement would be unnecessary and should be deleted.
- 3.20 The main concern with this policy was the proposal in parts (2)(a) and (2)(b); that at least 9% of market homes must meet the standard for wheelchair adaptable dwellings (M4(3)(2)(a)) and at least 23% of affordable homes must meet the standard for wheelchair accessible dwellings (M4(3)(2)(b)). Developers/landowners/agents felt that this policy was not justified by evidence. The policy is underpinned by the HENA and justification to the comments and objections received is provided in **Appendix A**. The requirements will need to be viability tested and may require amending, depending on the outcome of that assessment.
- 3.21 Changes have been made to part (3) to make clear that planning applications must be supported by clear information on how the required standards have been achieved. The policy has also been amended to require the applicants to provide robust evidence if the standards cannot be achieved.
- 3.22 No changes are required to be made to the policy having regard to the outcome from the SA.

4 THE ECONOMY (CHAPTER 7)

Policy Ec4 – Employment Uses on Unidentified Sites

- 4.1 Developers are concerned that this policy does not provide sufficient flexibility overall, is unduly restrictive and could hinder investment in the District. They are particularly concerned about Part (3)(a) of the policy, including the requirement for a named end user at application stage saying this is impractical. Conversely parish/town councils and amenity bodies consider that the policy is not stringent enough and question the necessity for it.

- 4.2 Officers consider that the policy is necessary. It is an exception-style policy to deal with situations where a requirement for additional employment land could not have been anticipated during the plan's preparation. The policy criteria must therefore be sufficiently robust to ensure that the release of additional land is fully justified through the information submitted at planning application stage. The reference to an end user in criterion (3)(a)(ii) is expressed as an either/or requirement and compliance can still be demonstrated by meeting the second part of the criterion if there is no end user in place.
- 4.3 Part 3(b) of the policy requires applicants to demonstrate that their proposal cannot be accommodated elsewhere within a 'relevant search area'. For a strategic warehousing scheme, the policy says that the area of search should be the relevant Area/s of Opportunity (AoO). The AoO are defined in the [Leicester and Leicestershire Strategic Distribution Study \(2021\)](#) but this study is currently being updated. Officers will advise if the finalised study has any implications for this aspect of Policy Ec4.
- 4.4 As there is uncertainty about where development could be located under this policy, the SA records an 'uncertain effect' for its impact on the District's town and village centres (SA Objective 6), presumably because a site may not be well connected to a local centre and its associated facilities. In response, there is likely to be a degree of tension between a requirement for a site to be well located on the road network and its proximity to local facilities. This understood, the requirements in Policy Ec4 for the location to be 'appropriate' and for it to be connected by sustainable transport modes is considered to be a reasonable and balanced approach. No additional change to the policy is necessary.
- 4.5 Minor wording changes to Policy Ec4 are recommended for clarity and accuracy (Appendix F).

Policy Ec5 – Existing Employment Areas

- 4.6 A number of local residents want the Kegworth Computer Centre, which is identified as an Existing Employment Area (EEA), to be put to alternative use such as a supermarket or leisure/community facility. Based on the latest [retail evidence](#), there is no pressing need for the Local Plan to allocate land in Kegworth for a new supermarket. Further, for the Local Plan to identify this (or any) site for the suggested uses would require confidence that such a facility would be deliverable (e.g. an interested developer, funding available). At present this is not the case, as evidenced by the current planning application on the site for an industrial/ warehousing unit (25/00236/FULM). Identifying the site for the uses suggested in the representations would be both unjustified and undeliverable.
- 4.7 In response to other representations, it is recommended that criteria concerning compatibility with nearby uses are included in parts (1) and (3) of the policy and the plan includes better explanation of the employment element of the Money Hill allocation. Amendments are also merited to make the policy consistent with other policies such as Policy H7 (Self-build and custom homes) and Ec12 (Tourism and visitor accommodation) which, like Policy Ec5, require evidence of a lack of demand. These policies include the detail in the policy rather than the supporting text and

amendments to Policy Ec5 are recommended to address this.

- 4.8 The outcome of the SA does not require any further changes to the policy.

Policy Ec6 – Start up Workspace

- 4.9 Developers, Ashby Town Council and an individual express in principle support for this policy. One developer considers that the policy is not necessarily feasible or implementable. Officers consider that the Local Plan has a role to boost the supply of start-up units where the market has not done so. Subject to the findings of the forthcoming whole-plan viability assessment, Policy Ec6 would be a means to achieve this.
- 4.10 Part (2) of the policy excludes sites allocated for wholly strategic B8 use from the requirement to provide start-up units. This is for practical reasons as the locations which are broadly suitable for large scale warehousing will be much less suited for business start-ups. For consistency, this exception should be added to Part (3) of the policy. Including the relevant Use Classes will also improve the clarity of the policy.
- 4.11 The outcomes from the forthcoming whole-plan viability assessment may result in further refinements to this policy.
- 4.12 The outcome of the SA does not require any further changes to the policy.

Policy Ec7 – Local Employment Opportunities

- 4.13 There is general support for this policy. Revised policy wording is recommended to clarify how it would apply to a multi-unit scheme and in circumstances where a firm is relocating and to confirm that the requirement to produce Employment and Skills Plan may need to be secured by a legal agreement. Additions to the supporting text will describe a) circumstances where, exceptionally, an Employment and Skills Plan could be unnecessary or inappropriate; and b) clarify that the policy applies to any type of business with 50+ full-time equivalent employees and would include, for example, leisure uses, care homes etc.
- 4.14 The outcome of the SA does not require any further changes to the policy.

Policy Ec8 – East Midlands Airport

- 4.15 There was general support for this policy, but concerns were expressed by Kegworth Parish Council and a local resident in respect of issues such as noise and air quality. Some of the concerns are addressed by other policies in the Local Plan therefore, it is unnecessary to repeat these in Policy Ec8. However, it is recommended that part 1 of the policy be amended so as to make it clear that any future development will need to comply with not only the Local Plan, but any other material considerations including an up-to-date Airport Masterplan. It is considered that this will strengthen the Council's position. Amendments are also required in respect of the supporting text to ensure it is up-to-date.

- 4.16 In terms of the SA, the policy is largely judged to have a neutral impact upon most of the SA objectives. However, some uncertain effects were recorded in terms of climate change and air, noise and light pollution. The commentary in the SA suggests that uncertainty arises due to the fact that there is no certainty regarding where any developments will occur. However, it also notes that amending criteria 3c to include reference to addressing climate change resilience and to incorporate green infrastructure measures could help to mitigate some of the uncertain effects. Therefore, an amendment to part 3c is proposed as set out in Appendix F.

Policy Ec9 – East Midlands Airport: Safeguarding

- 4.17 It is proposed to make one amendment to the policy to make clear that safety considerations relate not just to the airport itself, but also to aircraft at or in the vicinity of the airport.
- 4.18 The SA records a negative impact against two objectives (SA 10 Climate change adaptation and SA12 Biodiversity and geodiversity). In both cases this is because of the potential for renewable energy and/or biodiversity improvements to be restricted due to concerns about a conflict with airport safety. However, this does not apply to all of the District, hence the score is judged as being minor. It is considered that no other changes to the policy are required.

Policy Ec10 – East Midlands Airport: Public Safety Zones

- 4.19 Some concerns were expressed regarding the reduction in the extent of the Public Safety Zones (PSZ) at either end of the runway. The purpose of the PSZ is to prevent an increase in the number of people living, working, or congregating in the PSZ, with a general presumption against new or replacement development or changes of use of existing buildings. Since 2021 it is the responsibility of the aerodrome operator rather than the Civil Aviation Authority to produce PSZ maps and provide them to the local planning authorities whose areas are affected by them. No changes to the policy are proposed in response to the comments received.
- 4.20 No changes are required to be made to the policy having regard to the outcome from the SA.

Policy Ec11 – Donington Race Circuit

- 4.21 The majority of detailed comments received in relation to this policy were from MSV Group (the owners of Donington Race Circuit). MSV is seeking to extend the boundary of the Circuit on the Policies Map and submitted some suggested changes as part of their representations (**see Appendix B**). The reasoning is that the boundary is drawn too tightly and more developable space is required for the operation of events at the circuit. As the justification provided is limited, officers do not recommend the extension of the boundary at the present time.
- 4.22 MSV made some suggested changes to part (3) of the policy, either to make the wording clearer or to incorporate some flexibility. These suggestions have been

considered and some revised policy wording is included at **Appendix F**.

- 4.23 Some changes to part (3) were also proposed by several statutory consultees. Overall, these were considered to repeat other policies so have not been incorporated. However, in response to the County Council's comments on 'other appropriate transport measures'; the policy has been amended to refer to sustainable transport measures and further explanation will be included in the supporting text at Regulation 19 stage.
- 4.24 The SA scores Policy Ec11 minor negative under climate change adaption and recommends that a Carbon Management Plan is required for Donington Circuit developments. Officers consider this matter is best dealt with under Policy AP4 (Reducing Carbon Emissions) which will be presented to a later date of this committee.

Policy Ec12 – Tourist Attractions and Visitor Accommodation

- 4.25 Part (6) of the Policy sets out the criteria that would need to be met for the conversion of or redevelopment of visitor accommodation to permanent residential accommodation. Leicestershire County Council as well as a planning agent comment on the length of marketing required (24 months) to demonstrate visitor accommodation is no longer viable and that the long marketing period fails to provide adaptability and flexibility for businesses to respond to changing economic and social issues. The marketing period of 24 months is deemed a suitable period to establish the accommodation business and by covering two calendar years will cover several quiet and busy holiday periods.
- 4.26 The National Forest Company (NFC) has made a number of comments and suggests that two additional criteria are added to the policy. These additional criteria would refer to tourism attractions and facilities within the National Forest and visitor accommodation in the National Forest. The draft National Forest Policy (En3) supports tourism and visitor accommodation development within the National Forest which accords with Policy Ec12. As such there is no need to repeat policy wording in line with the advice in Para. 16(f) of the NPPF which states that "*Plans should serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area...*" It is proposed that additional wording be added to the supporting text to Policy En3 and a cross reference from added to the supporting text of Policy Ec12 to Policy En3.
- 4.27 The NFC also highlights that several amendments to the supporting text are needed to reference documents that have been published or are in the process of being updated since the Local Plan consultation document was published. As referred to above it is considered that the suggested amendments would be better placed in the supporting text to the National Forest Policy (En3).
- 4.28 It is proposed to retitle this policy to Tourist Attractions and Visitor Accommodation to better reflect the subject of the policy.

- 4.29 Amendments are also proposed to make the policy consistent with other policies such as Policy H7(Self-build and custom homes) and Ec5 (Existing Employment Areas) which, like Policy Ec12, require evidence of a lack of demand. These policies include the detail in the policy rather than the supporting text and amendments to Policy Ec12 are recommended to address this.
- 4.30 No changes are required to be made to the policy having regard to the outcome from the SA.

5 TOWN AND LOCAL CENTRES (CHAPTER 8)

Policy TC1 – Town and Local Centres: Hierarchy and Management of Development

- 5.1 Concerns are raised about the interpretation of the policy and how planning applications would be assessed. In response, it is recommended that the policy wording is reordered to identify the District's floorspace projections as a statement of fact at the beginning of the policy (Appendix F).
- 5.2 A number of respondents do not agree with the proposed reduction in the extent of the defined Kegworth local centre boundary. They want the local centre to be extended, to encompass a greater number of town centre uses and facilitate new development, to support a growing village. Officers have identified the local centre boundary as those areas predominantly occupied by main town centre uses, in accordance with the NPPF. This approach is considered appropriate. As the sequential test will apply to proposals for main town centre uses, this provides an opportunity for main town centre uses to be located beyond the defined boundary if there are no suitable sites within the boundary of the local centre.
- 5.3 A number of minor changes are also recommended for clarity and to identify those circumstances when planning permissions will be supported for new main town centre uses.
- 5.4 No changes are required to be made to the policy having regard to the outcome from the SA.

Policy TC2 – Hot Food Takeaway Uses

- 5.5 This policy only received a small number of representations but there is general support for the policy and its aims to promote good health and support healthy lifestyles.
- 5.6 Since the draft policy was written, the NPPF has been updated and it now requires local planning authorities to refuse planning applications for hot food takeaways that are within walking distance of schools and other places where children and young people congregate and in locations where there is evidence of the use having an adverse impact on local health, pollution or anti-social behaviour (NPPF paragraph 97).

- 5.7 The Local Plan needs to be consistent with national policy in order to be deemed sound. Therefore, it is recommended that the policy wording and supporting text is amended to reflect this approach.
- 5.8 Minor wording changes to Policy TC2 and its supporting text are also recommended for clarity and accuracy and to recognise the limited scope of the planning system to manage litter generated from hot food takeaways.
- 5.9 Officers have also given further consideration to Part 3 of Policy TC2 which seeks to specifically restrict the number of hot food takeaway outlets within Ashby de la Zouch and Ibstock. This section has been carried forward from the adopted Local Plan and was initially included as a result of concerns about the number of takeaway units and the loss of shops in these centres. However, the potential detrimental impacts associated with a high number or concentration of hot food takeaway outlets will apply to any part of the District. Secondly, changes to the Use Classes Order since the adoption of the current Local Plan allows far greater flexibility of uses within Class E to change, which can make it challenging to manage the mix of uses in all local centres.
- 5.10 As such, it is recommended that Part 3 of Policy TC2 is deleted (Appendix F) as Policy TC1 manages new main town centre uses (when planning permission is required) and seeks to prevent an over concentration of non-shop uses. Part 2 of Policy TC2 seeks to manage the concentration of hot food take away outlets and allows the individual circumstances and context to be taken into account at the time of the application. These policies apply District-wide and therefore the section addressing Ashby de la Zouch and Ibstock is no longer needed. In addition, planning policies for specific centres could be more suitable for inclusion in a Neighbourhood Plan.
- 5.11 Furthermore, if Part 3 of Policy TC2 were retained, the number of hot food takeaway outlets would need to be recorded at the time of the adoption of the new Local Plan and then updated each time an application is submitted to enable both officers and applicants to assess if the proposal would comply with the policy. This would have notable resource implications.
- 5.12 No changes are required to be made to the policy having regard to the outcome from the SA.

6 INFRASTRUCTURE AND FACILITIES (CHAPTER 9)

Policy IF2 – Community Facilities

- 6.1 A developer questions how to objectively judge whether existing community facilities are “insufficient for the demand likely to be generated from the new development” in Part 3 of the policy, noting that the NPPF requires policies to be underpinned by relevant and up to date evidence (paragraph 32). In response, there is a study underway which will, amongst other things, identify the levels of provision and the demand for playing pitches, built sports and community facilities (including community centres, village halls) and open spaces (including play areas, allotments). This will provide an evidence base to support Policy IF2 and may necessitate changes to the policy once the study is completed which should be before the Regulation 19 plan is finalised. This study, and the types of facility it deals with, will help users of the plan evidence and apply Part (3) of the policy.
- 6.2 Minor wording changes are recommended to improve the interpretation of the policy and amendments are also merited to explain the evidence that would be needed to demonstrate insufficient demand in Part (2)(c) of the policy (Appendix F). The outcome of the SA does not require any further changes to the policy.

Policy IF6 – Leicester to Burton Rail Line

- 6.3 There is general support for this policy, although a number of responses suggest that the policy should identify specific sites for stations in order to ensure that they are protected.
- 6.4 Since the consultation was undertaken the government has announced the cancellation of a number of rail projects, including those under the “Restoring Your Railways” banner, such as the Leicester to Burton railway (Ivanhoe Line). Notwithstanding this, it is proposed to retain the policy which is supportive of the reopening of the Leicester to Burton railway to passenger traffic. However, in the absence of a definitive and costed proposal, it would be premature to seek to protect certain specific sites for stations, not least because there is a risk that the Council could be served with a Purchase Notice in the event that an alternative proposal at a potential station site was refused planning permission.
- 6.5 It is proposed to retitle this policy so as to support the reopening of passenger services on other lines, notably that between Nottingham and Birmingham which could potentially include a station at Castle Donington, although it is not currently the subject of such a proposal.
- 6.6 The policy scores positively against the SA, although there is one uncertain score (SA9 - Air, light and noise pollution). The latter reflects the lack of certainty about the location of station sites which, as noted above, remains unchanged at this time.

Policy IF7 – Ashby Canal

- 6.7 All elements of the Policy are generally supported. There are no changes proposed to the Policy wording although some minor amendments to the supporting text will be made for accuracy purposes. A change is proposed to be made to the alignment of the canal on the policies map. Historic OS maps show the historic route of the canal at Oakthorpe would have been located slightly to the north of the route shown on the Policies Maps. This amendment will be made to the Policies Map for the Regulation 19 version of the Local Plan.
- 6.8 In terms of the SA, the policy scores uncertain against SA12 (protect and enhance the Districts biodiversity and protect areas identified for their nature conservation and geological importance) and SA16 (protect water resources and ensure they are used efficiently).
- 6.9 The SA identifies that further details of the restoration methods proposed, such as if green infrastructure and watercourse improvements will be included, or the provision of a criterion within the policy to ensure these elements are included could help to mitigate the uncertain effects. The restoration of the Ashby Canal is a long-term aspiration. Currently very few details are available of a technical nature. The policy supports the principle of the restoration of the canal. Although it is not referred to specifically in the policy the reinstatement of the canal would, over time, result in improvements to green infrastructure and watercourse improvements.

Policy IF8 – Parking and New Development

- 6.10 Both residents and developers are concerned that the policy relies on maximum residential parking standards in the Leicestershire Highways Design Guide (interim version 2022). Since the consultation closed, the updated Leicestershire Highway Design Guide (2024) has been published which prescribes minimum residential parking standards in line with the NPPF (paragraph 113). The plan's supporting text will be updated accordingly.
- 6.11 Leicestershire County Council (as Local Highways Authority) propose that the policy refer to associated parking infrastructure such as EV charging points. However, the provision of the EV charging infrastructure is dealt with by Building Regulations and it is unnecessary to repeat these requirements in the Local Plan.
- 6.12 For consistency with other policies, a wording change is recommended to part 2(b) of the policy to refer to 'reasonable' access in place of 'realistic'.
- 6.13 The SA proposes an expansion of the policy, strengthening Building Regulations requirements to require electric vehicle parking/charging points in on-street parking areas for example. Officers consider this would be unworkable in practice as applicants will not have the authority to install EV infrastructure on the public highway. No change is proposed.

7 ENVIRONMENT (CHAPTER 10)

Policy En2 – River Mease Special Area of Conservation

- 7.1 As outlined in Appendix E a number of changes are proposed to be made to this policy to take on board the comments of Natural England, although the actual wording proposed is different to that suggested by Natural England. The complete revised policy is in Appendix F. It will also be necessary to amend the supporting text to reflect a more up-to-date position. The amendments to the text will be made as part of the preparation of the Regulation 19 Plan.
- 7.2 In terms of the SA, the policy largely scores neutral, with one minor positive score (SA12 Biodiversity and geodiversity) and one significant positive score (SA16 – water). No changes are required to be made to the policy having regard to the outcome from the SA.

Policy En3 – The National Forest

- 7.3 There is general support for the policy with a number of developers confirming that various development sites they are promoting will meet the requirements of the policy.
- 7.4 The majority of detailed comments are from the National Forest Company (NFC). At the time Policy En3 was drafted, the NFC was in the process of updating 'The Heart of the National Forest Vision Document'. The Vision Document was published in September 2024, and the NFC suggests an additional criterion be added to the policy in relation to the Heart of the National Forest. It is proposed that the Policy be updated to include reference to the Heart of the National Forest Vision and additional supporting text is proposed to be added to include additional detail about the Heart of the National Forest Vision Document.
- 7.5 The NFC has also highlighted some changes that are needed to the supporting text for accuracy. The Policy and supporting text will be updated accordingly and will be reflected in the Regulation 19 version of the Local Plan.
- 7.6 No changes are required to be made to the policy having regard to the outcome from the SA.

Policy En4 – Charnwood Forest Regional Park

- 7.7 There are a limited number of comments on the proposed policy. No changes are proposed as a result of these comments.
- 7.8 The policy scores very positively against the SA. No changes are required to be made to the policy having regard to the outcome from the SA.

Policy En6 – Land and Air Quality

- 7.9 An amendment is proposed to part (1) of the policy. At the Environment Agency's suggestion, and in line with NPPF paragraph 187, this policy has been expanded to include reference to other controlled waters (see **Appendix F**). Whilst En6 included reference to adverse impact upon *ground* water quality, the EA is of the opinion that the policy should be extended to cover other controlled waters (rivers, watercourses, brooks), citing the Water Framework Directive and the Council's statutory duty to ensure that development does not lead to the deterioration of the status class of a waterbody.
- 7.10 No changes are required to be made to the policy having regard to the outcome from the SA.

Policy En7 - Conservation and Enhancement of the Historic Environment

- 7.11 There is general support for the policy. Leicestershire County Council suggest a number of changes to the supporting text to add additional detail. There will also need to be some amendments to the supporting text to reflect changes to the NPPF. These changes will be reflected in the Regulation 19 version of the Local Plan.
- 7.12 Historic England suggest adding reference to the 'setting' of heritage assets to the policy. It is proposed that part (2) and part (2)(a) of the policy will be amended to refer to heritage assets 'and their setting'.
- 7.13 Part (2) of the policy sets out a number of criteria relating to how the council will ensure heritage assets are conserved and enhanced. Historic England suggest that Part (2)(c) of the policy may be perceived as too restrictive by requiring the retention of various elements and not aligned with NPPF provisions for managing change. It is proposed that part (2)(c) of the policy be deleted and incorporated into the supporting text. The inclusion of 'setting' in parts (2) and (2)(a) of the policy would cover the features referred to in part (2)(c).
- 7.14 No changes are required to be made to the policy having regard to the outcome from the SA.

8 POLICIES MAP CHANGES

- 8.1 Appendix A of the Policies Consultation document (January 2024) contained a number of proposed Policies Map changes relating to Existing Employment Areas (Policy Ec5), East Midlands Airport Public Safety Zone (Policy Ec9) and Coalville Town Centre and Kegworth and Measham Local Centre boundaries (Policy Tc1).
- 8.2 For completeness, the committee is asked to agree these changes for inclusion in the Regulation 19 version of the Policies Map with the exception of the East Midlands Gateway Existing Employment Area for which a further change is proposed (see below).
- 8.3 Appendix G contains maps showing further Policies Map changes resulting from the consideration of the representations and other updates. The committee is asked to agree these for the Regulation 19 version of the Policies Map.
- Add Bardon Hill Logistics Park (land east of Regs Way) as an Existing Employment Area
 - Amend the boundary of the East Midlands Gateway Existing Employment Area to exclude large areas of landscaping

9 NEXT STEPS

- 9.1 The consultation responses to the remaining policies (Table 2 above) will be brought to future meetings of the Committee over the coming months. The timetable in the [Local Development Scheme](#) requires the Regulation 19 version of the Local Plan to be considered by Council in April 2026, consulted on in May-June 2026 and submitted for Examination in August 2026. This timetable would meet the Government's deadline of December 2026 for plans to be submitted and examined under the current Local Plans system.

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Planning and regeneration - Communities and housing - Clean, green and Zero Carbon
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other government guidance and requirements.
Safeguarding:	None discernible.
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified
Economic and Social Impact:	The decision 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.
Consultation/Community/Tenant Engagement:	The Regulation 18 Local Plan has been subject to consultation. Further consultation will be undertaken at Regulation 19 stage.
Risks:	<p>A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed.</p> <p>The report highlights the potential risks associated with the issues considered as part of the report.</p>
Officer Contact	Ian Nelson Planning Policy Team Manager 01530 454677 ian.nelson@nwleicestershire.gov.uk

APPENDIX A – POLICY H6 (RURAL EXCEPTION SITES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7	POLICY NUMBER: H6	POLICY NAME: Rural Exception Sites
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support				
Support	Support welcomed	No change	92	Ashby Town Council
The approach to rural exception sites is supported and in particular H6 (3) which recognises the need for some sites to be supported by an element of market housing in order to secure delivery.	Support welcomed	No change	341	LCC (Property)
Policy criteria				
H6 3(a-c) will open the floodgates to development.	Rural exceptions sites are a long-established policy approach. An equivalent policy in the adopted Local Plan and has operated successfully without the negative outcomes raised in this representation. The benefits for affordable housing delivery and the NPPF support for the approach means it is both worthwhile and appropriate.	No change.	289	Swannington PC
S106 agreements that stipulate that properties remain ‘affordable in perpetuity’ can limit the number of lenders that households are able apply for affordable ownership properties	The policy wording mirrors the NPPF definition of rural exception sites as “small sites used for affordable housing in perpetuity where sites would not normally be	No change.	641	EMH

APPENDIX A – POLICY H6 (RURAL EXCEPTION SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
with. We would request that NWLDC support an RP with a DPA Waiver to Homes England and/or a cascading mechanism that satisfies any RP and prospective purchasers.	used for housing...” (emphasis added). This requirement is both NPPF-compliant and necessary to help sustain the overall stock of rural affordable housing. If exceptional circumstances are demonstrated which merit a deviation from this approach, this could be dealt with through a Designated Protected Area waiver as suggested.			
This appears as a laudable proposal. Please consider the criteria/guidance used very carefully so that this policy is not abused.	Comment noted. Although not directly linked to this comment, it is considered that part 3 of the policy could be amended to clarify the circumstances when an element of market housing would be acceptable on an exceptions scheme to better align with NPPF paragraph 82.	Amend Part 3 to read: (3) On sites which are well related to a Sustainable Village or a Local Housing Needs Village, the inclusion of market housing on a Rural Exception Site will be supported where...	396	Siobhan Dillon
Other issues				
Consider the opportunity to allocate rural exception sites through the Local Plan to provide greater certainty and aid delivery of rural exception sites. Land off Worthington Lane, Newbold Coleorton (Cn6) is a suitable site for a rural exception site. This site could provide much needed affordable housing for	To date the council has not opted to allocate rural exceptions sites in its Local Plan. The criteria-based approach of Policy H6 is considered to be a more responsive approach, enabling applications to be considered on the basis of the most up to date	No change	206	Taylor Wimpey UK

APPENDIX A – POLICY H6 (RURAL EXCEPTION SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
young families and key workers, supporting a mixed community and the continued provision of services and facilities within Newbold Coleorton, such as the primary school.	local needs information. Also, the plan's overall spatial strategy allocates sites down to 'sustainable villages' tier of the settlement hierarchy which in turn will help to deliver affordable housing to more rural parts of the district.			

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 6	POLICY NUMBER: H7	POLICY NAME: SELF-BUILD AND CUSTOM HOUSEBUILDING
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* A standard response was submitted by the following respondents. This table of respondents is cross referenced in the main table of responses below.

Respondent ID	Respondent Name
11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 56; 58; 59; 266; 281	Simon Haggart; Claire Palmer; Gerald Palmer; Don Davies; Paula Haggart; John Tomlinson; Alison Tomlinson; Kevin Anderson; Ann Stafford; Peter Bell; John Robinson; Colin Jones; Jayne Jones; April Robinson; Anthony Smith; Rowan Smith; Lesley Winter; Ken Winter; S Kaur & T Singh; Mr T E Moon; A Mason; Keaton Kular; Chantel Kaur; Sharna Kaur; Charles Stanton; Christine Gibson; Steve Gibson; Terry Singh; Timothy Roberts; Joan Roberts; Michael Roberts; Di Vallender; Fiona Anderson, Michael Greasley; Jenny Greasley; Worthington Parish Council; Coleorton Parish Council

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
H7(1) The Council will support proposals for self-build and custom housebuilding where the site is located within the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages.				
Support	Noted	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

<p>[Part (1) is pointless. People won't apply for self-build in locations where general market housing is acceptable].</p>	<p>General market housing <i>is</i> acceptable in the Limits to Development (LtD) but some SBCH is expected to be secured in the Limits to Development because SBCH is now exempt from providing Biodiversity Net Gain. We have noted an uptick of applications for SBCB within the Limits to Development – this will be monitored and the implications considered as we work our way towards the Reg 19 Plan.</p>	<p>No change</p>	<p>8</p>	<p>JJM Planning</p>
<p>Part 1 of the policy should be rewritten:</p> <p><i>(1) The Council will support proposals which meet the definition of self-build and custom housebuilding in any location considered to be suitable for housing in accordance with the policies of this local plan, including allocated sites, committed sites and windfall sites</i></p>	<p>Part 1 of the policy was written with clarity in mind. However, it is acknowledged that the policy could be expanded to cover homes permitted in other locations and specific reference to previously developed land and policies S3 and S5 would make this clear. References to allocated sites, committed sites and windfall sites are not considered necessary; allocated sites are covered by part (2); committed sites already have planning permission making this reference ineffective and windfall development is covered up by reference to sites within the LtD and PDL.</p>	<p>Amend part 1) as shown on the accompanying Appendix F.</p>	<p>92</p>	<p>Ashby de la Zouch Town Council</p>

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

<p>H7(2)(a) On general market housing sites of 30 or more The Council will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.</p>				
<p><i>Comments on the proposed 5% requirement on sites of 30 or more homes</i></p>				
<p>[Support the promotion of self and custom build but 5% is inadequate. In Europe 30% self and custom build is achieved and the Council is missing an opportunity to push for more provision.]</p>	<p>The NPPF (para b) is clear that plans should “be prepared positively, in a way that is aspirational but deliverable.” Plans need to be justified and based upon proportionate evidence (NPPF, para 36). Officers have had regard to these requirements when drafting Policy H7.</p>	<p>No change</p>	<p>6</p>	<p>Malcolm Ball</p>
<p>[The requirement should be increased to 6% which would meet the whole of the Council's self-build requirement and ensure the countryside is protected]</p>	<p>The figures underpinning the Self Build Topic Paper will be updated as the plan makes more progress towards Regulation 19, however, the methodology underpinning the requirement is sound and the numbers are not anticipated to change so significantly that they would alter the % requirement.</p>		<p>11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281</p>	<p>*Please refer to the full list of names in the table at the top of this document</p>
<p>[The forecasted demand should be 299 dwellings which would result in a requirement of 4.5%]</p>			<p>243;</p>	<p>Avison Young (Jelson Homes)</p>

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<ul style="list-style-type: none"> • [There is no justification for the % of plots or the threshold of 30 dwellings. The rationale behind the 'forecast demand' is unclear. • [In marginal cases the threshold will encourage the delivery of fewer homes to avoid the requirement] • [On large sites, the 5% will result in an excessive requirement in one location] 	<p>Comments are noted. The Topic Paper confirmed that “To avoid placing an unnecessary burden on small and medium sized housebuilders, we think it could be unreasonable to place this requirement on sites of 30 dwellings or less.”</p>	<p>No change</p>	<p>130; 136; 150; 172; 174; 214; 237</p>	<p>Fisher German (Richborough); Fisher German (William Davis Homes); Savills (David Wilson Homes); Fisher German (Cora Homes); Fisher German (Mr Botham); Stantec (Bloor Homes and Taylor Wimpey Strategic Land); Home Builders Federation;</p>
<p>[Inspectors have rejected similar policies that sought to require a % of self-build on allocated sites (see Blaby Part 2 Local Plan Inspector's Report)]</p>	<p>The Examination into the Blaby Local Plan (2019), found the Council's approach was not justified by evidence. Policy H7 on the other hand is underpinned by evidence. The application of a percentage requirement is established practice and operated by many Local Planning Authorities, including Fareham, Central Bedfordshire and Mid Devon.</p>	<p>No change</p>	<p>211; 235;</p>	<p>Pegasus Group (Davidsons); Pegasus Group (Davidsons and Westernrange)</p>
<p>At pre-app stage, the Council should discuss with developers whether they would be interested in accommodating an element of SBCH and marry this interest with known interests sitting on register</p>	<p>The Council is not obliged to match permissions to individuals on the register. The purpose of this policy is to direct SBCH to the district's more sustainable locations.</p>	<p>No change</p>	<p>243</p>	<p>Avison Young (Jelson Homes)</p>

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

[The policy should be more flexible and make reference to sites being considered on a site by site basis]	The provision of a percentage requirement provides a clear benchmark. Flexibility is provided by part 2(b) of the policy.	No change	150; 214;	Savills (David Wilson Homes); Stantec (Bloor Homes and Taylor Wimpey Strategic Land);
[It would be appropriate to allow a lower proportion of SBCH plots where a Viability Assessment demonstrates the full policy requirement cannot be achieved]	<p>Noted, the policy is deemed to comply with NPPF paragraph 59</p> <p><i>“Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.”</i></p> <p>The policy also still needs to form part of the Local Plan Viability Assessment.</p>	Undertake a whole plan viability assessment at Regulation 19 stage	187;	Turley (Clowes Developments, Redrow Homes and Wilson Enterprises);

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

Comments on the suitability of large-scale sites for self-build homes				
<p>[Large-scale sites are not appropriate for self-build]</p> <ul style="list-style-type: none"> [To date, no SBCH in the district has been delivered on large-scale sites] [Self-builders are unlikely to want to build homes on large-scale, urban housing developments] [Applications approved/submitted to date demonstrates that people are not looking for sites on large open market developments] [The aspirations of self-builders should be taken into account to ensure the policy is effective] 	<p>To date there has only been one planning permission on a major site in the district. The applicants have implemented this permission but there are no signs that it has ever been actively marketed. There has therefore been limited opportunity to assess the demand for homes on such a site. This policy seeks to be proactive and provide certainty about the locations in the district which the Council deems appropriate for SBCH plots.</p>	<p>No change</p>	<p>8; 130; 136; 161; 172; 174; 183; 184; 187; 193; 206; 211; 235; 243; 245; 256; 656</p>	<p>JJM Planning; Fisher German (Richborough); Fisher German (William Davis Homes); Mather Jamie (The Trustees of Lord Cranshaw 1997 Discretionary Settlement); Fisher German (Cora Homes); Fisher German (Mr Botham); Turley (Clowes Developments, Redrow Homes and Wilson Enterprises); Pegasus Group (Hallam Land Management); Define Planning and Design (Bloor Homes); Pegasus Group (Taylor Wimpey); Pegasus Group (Davidsons); Pegasus Group (Davidsons and Westernrange); Avison Young (Jelson Homes); Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes); Define Planning & Design (Rosconn Strategic Land)</p>

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<p>[Evolve has listed all the applications submitted for SBCH in the last 12 months and say whilst it is accepted that not all will be approved, it demonstrates there are a opportunities to deliver SBCH without relying on sites of 30+ dwellings. The applications submitted in the last 12 months and pending determination provide for a yield in excess of the number of new registrations between 31st October 2022 and October 2023. The nature of the applications outlined above also demonstrate that in the main, those seeking permission for self/custom build are not looking for sites within large open market developments.”]</p>	<p>This argument is not accepted. Much of this potential supply will not be in a suitable location. The Council refuses SBCH on a regular basis and where these have been appealed, the majority have also been dismissed by the Planning Inspectorate.</p>	<p>No change</p>	<p>245; 256</p>	<p>Evolve Planning (Bloor Homes; Evolve Planning (Cameron Homes)</p>
<p>[Requiring self-build on large-scale sites has the potential to negatively impact on the design of a scheme:</p> <ul style="list-style-type: none"> • [Provision of SBCH on larger sites presents issues in achieving a comprehensive/ consistent design] • [There is the potential for long term gaps in the street scene] 	<p>Noted but these issues are not considered insurmountable. Early consideration should be given to how SBCH plots can be brought forward and the measures/ actions needed to address potential issues.</p> <p>For example: -</p> <ul style="list-style-type: none"> • SBCH delivered in the early phases of development can help manage potential 	<p>Amend supporting text to clarify what is meant by a serviced plot and include reference to design codes/plot passports.</p>	<p>130; 136; 172; 174; 184; 187; 211; 216; 235; 656</p>	<p>Fisher German (Richborough); Fisher German (William Davis Homes); Fisher German (Cora Homes); Fisher German (Mr Botham); Pegasus Group (Hallam Land Management); Define Planning and Design (Bloor Homes); Pegasus Group (Davidsons); Pegasus Group (Westernrange);</p>

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	problems, for example, disturbance of neighbouring residents occupying market homes or the creation of long-term gaps in the street scene			Pegasus Group (Davidsons and Westernrange); Define Planning & Design (Rosconn Strategic Land)
<p>[Requiring self-build on large-scale sites presents practical/operational difficulties:</p> <ul style="list-style-type: none"> Who is responsible for providing utilities and at what point? Health and safety risks Amenity impacts from unfinished SBCH plots Uncertainty for the purchasers of neighbouring conventional plots Incomplete sites whilst SBCH are under construction] 	<ul style="list-style-type: none"> Use of Design Codes/Plot Passports, providing design parameters, and support for a development that responds to its context. Phasing and location of development to support site safety i.e. construction arrangements and access, security and the provision of/access to storage compounds. <p>The site wide developer will be expected to provide a 'serviced plot with access to a public highway, and connections for electricity, water, wastewater, telecommunications and gas (where there is a viable connection). Connections are usually provided just within the plot boundary. These must be in place before the required marketing period can commence.</p>		130; 136; 161; 172; 174; 187; 193; 211; 216; 235; 243; 245; 256; 656	<p>Fisher German (Richborough); Fisher German (William Davis Homes); Mather Jamie (The Trustees of Lord Cranshaw 1997 Discretionary Settlement); Fisher German (Cora Homes); Fisher German (Mr Botham); Pegasus (Hallam Land Management); Define Planning and Design (Bloor Homes); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons and Westernrange); Avison Young (Jelson Homes); Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes); Define Planning & Design (Rosconn Strategic Land)</p>

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<p>[This policy does not address how enforcement would be taken for custom build plots and needs to be considered and addressed When there is a group of houses being built, that are to be progressed as individuals, there needs to be some creative consideration of how conditions imposed over the whole site are to be enforced - for example</p> <ul style="list-style-type: none"> • How will the BNG be divided, assessed, maintained and evidenced? • How will the archaeology be protected and by whom? • How will the flooding risk be mitigated? • How will you ensure the visibility splay is maintained? • And for these and all other conditions, just who will you hold accountable and enforce against, if any conditions are not complied with – it needs to be an individual and not a group of individuals? <p>A policy statement on this matter needs to be made, so an enforcement process can be created.]</p>	<p>We would expect the developer to submit an outline planning application which would cover all technical matters such as highways, flooding, archaeology and BNG.</p> <p>The SBCH dwellings would need to be subject to a detailed planning approval. Homes need to be built in accordance with the approved plans and accompanying conditions/S106 agreement, otherwise, enforcement action can be taken in accordance with the Council's Local Enforcement Plan (Planning) 2024.</p>	<p>No change</p>	<p>11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281</p>	<p>*Please refer to the full list of names in the table at the top of this document.</p>
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[The provision of custom-build is not in the business model of many housebuilders]	The Local Plan needs to plan for the likely demand of SBCH housing over the plan period. The proposed Local Plan policy provides certainty allowing business models and working practices to be adapted to meet the SBCH requirements. Furthermore, it is becoming more common for local planning authorities to seek SBCH plots as part of site allocations.	No change	130; 136; 172; 174;	Fisher German (Richborough); Fisher German (William Davis Homes); Fisher German (Cora Homes); Fisher German (Mr Botham)
<ul style="list-style-type: none"> • [This part of the policy will not boost the delivery of housing] • The PPG sets out how local authorities can increase the number of planning permissions which are suitable for self and custom build housing. These include supporting neighbourhood planning groups to include sites in their plans, effective joint working, using Council owned land and working with Home England. 	The provision of SBCH will contribute towards the Council's overall housing requirement; to which a 10% flexibility allowance has been built in to allow for any sites which may not come forward as anticipated. The Council has limited land in its ownership to allocate a SBCH site and to ensure that a SBCH plots can be delivered in a variety of sustainable locations, this policy is considered the best approach.	No change?	183; 211; 214; 216; 235; 237;	Define Planning and Design (Bloor Homes); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons and Westernrange); Home Builders Federation;
Support a proposal for site specific allocations for serviced plot and encourage the Council to add greater policy weight to delivering this type of housing	Noted	No change	188	C Green Planning Ltd (Cadwallader Family)

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<p>Draft Policy H7 should be modified so as to (i) note the Council's obligations as regards self-build and custom-build homes; (ii) note its support for such proposals and the circumstances in which planning permission will be granted for standalone self-build and custom-build projects (possibly by exploring exception sites or policies); and (ii) note that the whilst the Council will support an element of self-build or custom-build housing within all major housing developments, it will not require that self-build or custom-build housing is so provided</p>	<p>A supportive policy is unlikely to be effective and general support for standalone sites could result in sites coming forward in unsustainable locations. The application of a percentage requirement of SBCH on larger development sites is established practice and operated by a number of Local Planning Authorities, including Fareham, Central Bedfordshire and Mid Devon. This approach is also supported by the Right to Build Task Force.</p>		243	Avison Young (Jelson Homes)
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APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

Section 106 considerations				
<p>Important to take SBCH into account when setting trigger points for infrastructure delivery and contributions.</p> <p>If a trigger point is reliant on the delivery of some SBCH, there is a risk this could never happen. Conversely, if SBCH is excluded from the trigger points, this may result in a considerable number of houses coming forward without the delivery of infrastructure being triggered.</p>	<p>These comments are noted and the provision of infrastructure, including appropriate trigger points on each individual site will be dealt with through a S106 legal agreement. The County Council will be able to provide input on how this is best achieved on specific sites.</p>	<p>No change.</p>	<p>341</p>	<p>Leicestershire County Council</p>
<p>From an education perspective, SBCH has no impact on how education infrastructure requirements are calculated.</p>	<p>Noted.</p>	<p>No change</p>	<p>341</p>	<p>Leicestershire County Council</p>
<p>H7(2)(b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market.</p>				
<p>[Supports H7(2)(b)]</p>	<p>Noted</p>	<p>No change</p>	<p>147; 245; 256;</p>	<p>Gladman Developments; Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes)</p>

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[Not supported. If self-build plots are not sold within 12 months this indicates the price is not right or there is no demand for the plots and this should be used as data to inform policy change which should be immediate]	<p>The Council has a legal duty to grant sufficient permission for enough suitable serviced plots to meet the demand for SBCH in the <i>district</i> (as opposed to a particular location). The level of demand is established by the number of entries on the register.</p> <p>We would expect a Marketing Strategy to be secured either through a condition or Section 106 agreement. The Marketing Strategy must be agreed by the Council prior to the commencement of development and would include, but not limited to, the following information:</p> <ul style="list-style-type: none">• Marketing methodology, including reaching out to those on the register• The commencement of the 12 month marketing period• Plot valuations (to be provided by an experienced local agent)	<p>Amend part (2)(b) to reference the requirement for a Marketing Strategy and add text regarding the independent verification of evidence which is consistent with other policies.</p> <p>At Regulation 19, add further clarification on these points to the supporting text.</p>	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
[To assess whether the attempt to sell was genuine (as developers will not make so much money from selling as self build plots) the Council would need to employ a land agent expert who can assess the nature of the sale and determine if it was genuinely marketed for sale as a plot. If it were found that it was not genuinely marketed you would need to determine the penalty for such a situation.]				
To minimise manipulation of the process, any plot not sold after being marketed for a period of at least 12 months, should be offered to the self-build market through an open auction process			213	
[Clarity would be welcomed on at what point the 12 month period begins and how a site should be ‘appropriately marketed’.]			Agreed	

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

				Redrow Homes and Wilson Enterprises);
[Reversion of these plots to the original housebuilder creates practical difficulties in terms of co-ordinating construction activity on the wider site]	This approach represents best practice and is operated by several other local planning authorities in adopted policy and supporting guidance (e.g. Central Bedfordshire Local Plan, Fareham Local Plan) [These issues could be managed, for example, with the early phasing of SBCH housing on developer-led sites facilitating the marketing of SBCH plots in the earlier stages of development,	No change	211; 214; 216; 235;	Pegasus Group (Davidsons); Stantec (Bloor Homes and Taylor Wimpey Strategic Land) Pegasus Group (Westernrange); Pegasus Group (Davidsons and Westernrange)
These plots should remain as SCHB and not be converted to market plots.	To make efficient use of land and to ensure plots are not sitting empty indefinitely (which has design, visual amenity and potential anti-social behaviour implications), the part of the policy is deemed reasonable.	No change	396	Siobhan Dillon
[Reversion of units to open market would presumably require a new planning permission which comes with cost and time implications]	Comments are noted. However, the substitution of housetypes through new planning applications is not an unusual practice on large sites.	No change	130; 136; 172; 174;	Fisher German (Richborough); Fisher German (William Davis Homes); Fisher German (Cora Homes); Fisher German (Mr Botham)

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[The 12 month marketing period is excessive and should be reduced to 6 months]	A 12-month marketing period is considered a reasonable length of time and not too onerous. It appears to be best practice and is an approach found within a number of adopted plans, e.g. Central Bedfordshire Local Plan (2021) and Fareham Local Plan (2023). However, the policy does allow flexibility for an alternative marketing period should circumstances justify.	No change	214	Stantec (Bloor Homes and Taylor Wimpey Strategic Land)
(3) The Council will only support proposals for self-build and custom house building in the countryside, where: (a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register; and (b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and (c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and (d) The site is within a reasonable walking distance to a good bus service route; and (e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.				
[Not supported – there should be no derogation from limits to development for self and custom builds. This policy is perversely incentivising and drives the wrong behaviours, by creating a loophole to the limits to development.]	If we do not meet our demand on the register then such applications are likely to be determined via appeal. Part 3 provides a set of guidelines designed to determine where we deem development acceptable and is the approach currently used in the absence of a SBCH policy.	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.

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47	[The policy goes against the Levelling Up agenda which was intended to make homes more affordable, not promoting the destruction of the countryside or enabling developers or already comfortably housed individuals to make even more money out of the housing market]			11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
	[This part of the policy should be deleted. Policy supports the principle of obtaining low cost/high value houses in the countryside]			92	Ashby de la Zouch Town Council
	[Allowing SBCH on greenfield land goes against government policy as set out in Michael Gove's key housing speech in July 2023]	It is unlikely to be possible to meet the demand on brownfield sites alone.	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
	[The Self Build Topic Paper makes it clear that 5% of plots in new development of over 30 houses should provide SBCH to satisfy the expected demand. Part 3 of the policy should be deleted]	If we are able to meet the necessary demand for the allocation sites, then any applications in the countryside would fail to meet the requirements of Part (3)(a) and could be refused on that basis. This policy adds some flexibility and provides clear guidance for decision makers.	No change	92	Ashby de la Zouch Town Council

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Charley is a hamlet and this criterion would not apply. There should be an exception that allows for SBCH in Charley	The policy seeks to direct the delivery of SBCH plots to the district's more sustainable settlements. Charley is classed as a hamlet and not a sustainable location. On the basis of the redrafted part (1), a SBCH would be acceptable on previously developed land or if a proposal accorded with Policy S5.	No change	527	Julia Howard
<p>[Support the principle of allowing SBCH in the countryside:</p> <ul style="list-style-type: none"> this criteria based policy should be the primary route to addressing SBCH requirements the requirements should be applied for smaller sites exclusively for SBCH (this would help meet demand which is unlikely to be for plots on larger schemes) 	<p>Noted. The policy offers a multi-faceted approach to SBCH, reflecting local circumstances, and provides a clear mechanism for the provision of SBCH.</p> <p>The criteria would apply to smaller sites, as well as individual plots in the countryside.</p>	No change	183; 193; 206; 237;	Turley (Clowes Developments, Redrow Homes and Wilson Enterprises); Pegasus Group (Hallam Land Management); Pegasus Group (Taylor Wimpey); Home Builders Federation;

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H7(3)(a) The Council will only support proposals for self build and custom housebuilding where: The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register				
<p>[Allowing development outside of the Limits to Development gives an incentive to be on the register. This will lead to an increase in the numbers of the self-build register. This in turn drives a policy to allow development in the countryside]</p> <p>If the self build policy was to allow registrations ONLY inside limits to development, then the register would reduce dramatically</p>	<p>We have a legal obligation to keep a self-build register of those who wish to acquire a serviced plot of land upon which to build their own home. No evidence has been provided that this policy approach would impact the number of people seeking to acquire a SBCH plot/signing up for the register.</p>	<p>No change</p>	<p>11; 12; 13; 14; 15; 16;17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281</p>	<p>*Please refer to the full list of names in the table at the top of this document.</p>
<p>[Policy supports the principle that registering for self-build would be a way to circumvent restrictions on building in the countryside, increasing the number on the self-build register]</p>			<p>92</p>	<p>Ashby de la Zouch Town Council</p>
H7(3)(b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages				
<p>[Part (3)(b) will prevent SBCH being delivered in the Local Housing Needs Villages]</p>	<p>Those wishing to build their own homes in the LHNVs would need to demonstrate a local connection in line with Policy S3.</p>	<p>No change.</p>	<p>8</p>	<p>JJM Planning</p>

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[It is unclear if it is the site that needs to be adjacent, or the development? Some sites can be acres so the development is really in the countryside – this is ambiguous]	The term ‘adjoins’ is not defined in the Local Plan however it has been established by the courts not to mean contiguous but has a broader meaning which is a matter for planning judgment. Site-specific circumstances will be taken into account, for example, does the proposal feel more closely related to the countryside or the built-up area of the settlement?	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
[Allowing development adjacent to the limits of development will just allow development to creep into the countryside. Would any new SBCH housing represent the new limits to development and is therefore a process that could go on and on until no countryside remains.]	The development of SBCH plots in the countryside must satisfy Policy S4 of the draft Local Plan. Development in the countryside is not supported if it would create or exacerbate ribbon development. Policy H7 clearly references the Limits the Development as defined on the Policies Map. Any SBCH plots approved will not alter the defined Limits to Development.	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
Could this approach lead to ribbon development?			289	Swannington Parish Council

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H7(3)(c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located;				
Not supported. If any such development were to be allowed outside limits, reasons for why it should not be above, this is a sensible consideration and should apply to any application for development anywhere	Noted	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
H7(3)(d) The site is within a reasonable walking distance to a good bus service route;				
Not supported.. ...notwithstanding no such development should be outside limits, all developments would benefit from being within a reasonable distance of a good bus service. I assume these aspects are defined somewhere as to what is reasonable and what constitutes good, if not they need to be.	The supporting text states: "We will have regard to the distance to each facility, in line with the Chartered Institute of Highways and Transportation (CIHT) acceptable and preferred maximum walking distance for the type of service or facility as well as the nature and convenience of the route	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
The word 'reasonable' is not sufficiently precise	such as safety, the provision of a footpath and street lighting and terrain."		213	Osgathorpe Parish Council

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

(e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.				
The word 'reasonable' is not sufficiently precise	The supporting text states: "We will have regard to the distance to each facility, in line with the Chartered Institute of Highways and Transportation (CIHT) acceptable and preferred maximum walking distance for the type of service or facility as well as the nature and convenience of the route such as safety, the provision of a footpath and street lighting and terrain."		213	Osgathorpe Parish Council
H7(4) Requirement for planning permissions to be tied to a Section 106 legal agreement				
<p>In your topic paper about self and custom builds, dated February 2024, you state that self and custom build within limits to development do not require a S106 – in fact it would be easier to satisfy the register numbers if this were not a consideration.</p> <p>The [planning?] application form should instead be amended to include whether or not a proposal is a self-build, so these numbers will be included; these types of self builds within limits should not be considered as 'windfall' as they are genuine and must be included in the</p>	<p>This is because market housing is acceptable in the Limits to Development – it does not have to adhere to the requirements for SBCH.</p> <p>However, we are starting to see applications in the limits to development for SBCH in order to be exempt from providing Biodiversity Net Gain. In such circumstances, a S106 agreement is required.</p>	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.

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consideration of fulfilling the register				
[S106 requirements are unenforceable and, by the time an offence is discovered, it is too late – the dwelling is already in place].	The SBCH dwellings would need to be subject to a detailed planning approval. Homes need to be built in accordance with the approved plans and accompanying conditions/S106 agreement, otherwise, enforcement action can be taken in accordance with the Council's Local Enforcement Plan (Planning) 2024	No change	11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281	*Please refer to the full list of names in the table at the top of this document.
General comments on the self-build register				
There is a general lack of understanding of this type of development and its availability. Whilst the authority keeps a register as required more could be done to promote self-build and custom build development.	The Right to Build Taskforce have undertaken a health check of the Council's policies and procedures and identified improvements to be made.	Outside of the Local Plan process, prepare an Action Plan having regard to the recommendations in the 'Right to Build' health check', to facilitate measures to raise awareness and improve engagement.	6	Malcolm Ball

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

<p>[Policy H72a would make a big difference to the provision of SBCH IF those on the register are genuinely in need of self build plots and will be removed from the register once their need is satisfied]</p>	<p>The shortfall/oversupply of plots is based upon the demand at a given point compared to the total number of dwellings granted planning permission since 2016. Any unmet demand gets carried over.</p> <p>If we were to remove people from the register once they received planning permission this would be a form of double counting.</p>	<p>No change</p>	<p>11; 12; 13; 14; 15; 16; 17; 19; 22; 23; 24; 25; 26; 28; 29; 30; 31; 32; 35; 36; 37; 39; 40; 41; 43; 46; 47; 48; 49; 50; 51; 52; 58; 59; 266; 281</p>	<p>*Please refer to the full list of names in the table at the top of this document.</p>
<p>[The NWL self-build register does not align with national policy and should annually review the register. The Council's current approach allows for entries to be made even if the person does not wish/expect to develop a property more than three years in the future. This means the Council's Register is most likely over-stating the amount of interest</p>	<p>The Right to Build Taskforce advises:</p> <p><i>The legal obligation to provide permissions based on numbers entering the register does not disappear once the trigger base period has ended. If individuals or groups do not wish to remain on the register in subsequent years, the record of demand persists until it is matched by a permission. This has been incorporated in the Self Build and Custom Housebuilding Act 2015 through amendments brought about by the Levelling Up and Regeneration Act (LURA) 2023.</i></p>		<p>213</p>	<p>Osgathorpe Parish Council</p>
<p>[There is no indication of how many people have left the register/whether those on the register are still interested in a plot]</p>			<p>147; 161; 183; 243; 245; 256</p>	<p>Gladman Developments; Mather Jamie (The Trustees of Lord Cranshaw 1997; Discretionary Settlement); Turley (Clowes Developments, Redrow Homes, Wilson Enterprises); Avison Young (Jelson Homes);</p>

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				Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes)
The register is purely interest and the Council do not have to provide the means for everyone on the register	The Council has a legal duty to grant sufficient permission for enough suitable serviced plots to meet the demand for SBCH in their area. The level of demand is established by the number of entries on the register. The counting of all windfall permission or all permission on smaller sites is not an appropriate approach. For a home to meet the definition of SBCH, the Council must be satisfied that the initial owner of the home will have primary input into its final design and layout.	No change	150	Savills (David Wilson Homes)
[The Council should marry the data on its register with details of small site planning permissions]			243	Avison Young (Jelson Homes)
The register does not reflect whether people have the financial resources to build their own home. The Council should prepare additional evidence on this issue to inform the Local Plan]	The Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) enables relevant authorities to include a financial solvency test. However, this can only be applied if there is strong justification for doing so. We do not consider there to be a case for applying a financial solvency test and no evidence	No change	187; 214; 243; 245; 256; 656	Define Planning and Design (Bloor Homes); Stantec (Bloor Homes and Taylor Wimpey Strategic Land); Avison Young (Jelson Homes); Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes); Define Planning & Design (Rosconn Strategic Land)

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

	has been provided to justify this approach.			
<p>NWL does not align with national policy and should charge a fee to be on the register to ensure:</p> <ul style="list-style-type: none"> • Maintaining the register is cost neutral • The provision of an available revenue stream • The risk of non-genuine applications/inflation of demand by developers is reduced 	<p>There is no statutory requirement to charge a fee. The setting of a fee is optional. National Planning Policy Practice advises fees should be set solely on a cost recovery process and not act as a deterrent or mechanism to manage demand. There is also no direct link between being on the Register and accessing a plot of land.</p> <p>On this basis we do not consider there to be a case for charging a fee to be on the register. The Right to Build Taskforce supports the Council's approach not to set a fee, as in their experience fees act as a deterrent and 'mask' the true level of demand for SBCH plots.</p>	No change	213	Osgathorpe Parish Council
<p>Seeking more clarification on who can be on the Register in light of the legal definition of self-build and custom housebuilding:</p> <p>Do the entrants have to live in the house they get to build? Can one individual register for more than one house?</p>	<p>The register details the number of individuals and association of individuals who are seeking to acquire serviced plots of land in North West Leicestershire for self-build and custom housebuilding. It is not a register of available SBCH plots.</p> <p>To be added to the register you must be seeking to acquire a</p>	No change	396	Siobhan Dillon

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<p>Who Registers self-build plots? i.e. individuals who wish to buy or developers?</p> <p>Is section 6.62 about matching those on the register who wish to build?</p>	<p>served plot of land in the district to build a house to occupy as your own or main residence. However there are no restrictions preventing people joining more than one register, although this is discouraged.</p> <p>SBCH is where individual or groups of individuals or groups are involved in creating their own home, although the amount of personal involvement will vary. For example, self-build projects are defined as those where someone directly organises the design and construction of their own home. Custom build homes are where an individual or group works with a developer to deliver customised or bespoke homes.</p> <p>To ensure any planning permission for a SBCH home is used for its intended purpose, we will secure a Section 106 agreement to ensure the initial occupier (s) of the dwellings meet the legal definition of self-build and custom housebuilding.</p> <p>The level of demand is established by the number of</p>			
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APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

	entries on the register although there is no requirement to directly match permissions land to those on the register. However, the register does provide evidence of the type of demand in the district and used to inform local plan policy.			
Other Comments				
Supports self- building	Noted	No change	175	Oakthorpe, Donisthorpe and Acresford Parish Council.
Inspectors are passing applications on appeal.	We are aware of some SBCH permissions allowed at appeal although the majority to date have been dismissed in line with the Council's decision to refuse these applications (using an approach similar to part (3) when making our decisions).	No change	289	Swannington Parish Council
From a landowner perspective, the delivery of SBCH is accepted. Policy appears positive and includes provisos dealing with viability and potential lack of demand for the permitted plots.	Noted	No change	341	Leicestershire County Council
[H7 should identify exactly where SBCH should be delivered in the district as this would remain consistent with the requirements for plan making as set out in the NPPF]	The policy offers a multi-faceted approach to SBCH, reflecting local circumstances, and provides a clear mechanism for the provision of SBCH, including as part of housing land allocations.	No change	232	Stantec (Caddick Land)

APPENDIX A – POLICY H7 (SELF-BUILD AND CUSTOM BUILD HOUSING)

Without prejudice to the earlier comments, our client would support the inclusion of Land off Worthington Lane, adjacent to Newbold Coleorton to assist in meeting the current and future demand for self and custom build housing delivery within the Local Plan over the plan period. Our client would welcome further discussions with the Council.	Newbold is a local housing needs village and is not considered suitable for SBCH.	No change	xx	Pegasus Group (Taylor Wimpey)
[There is unnecessary duplication between policies H4 and H7. The requirement for SBCH housing should be deleted from H4.]	Policy H4 will be reported to a later Local Plan Committee.	Consider response in relation to Policy H4	237	Home Builders Federation
[Caution on the use of policies that place a greater burden upon the delivery of development without a thorough understanding of viability]	We will be conducting a whole plan viability assessment at the Reg 19 stage.	Undertake a whole plan viability assessment at Regulation 19 stage	280	Marrons (Richborough)
[Since the register was opened in 2016, only 126 people have registered for a self / custom build plot (16 per year).	The Topic Paper underpinning the policy explains why we have based our forecasted supply on 24 plots a year.	No change	183	Mather Jamie (The Trustees of Lord Cranshaw 1997 Discretionary Settlement); Turley (Clowes Developments, Redrow Homes, Wilson Enterprises)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 6		POLICY NUMBER: H10	POLICY NAME: SPACE STANDARDS		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME	
[Support]	Noted	No change	45; 92; 135; 341; 280; 641	Leicester, Leicestershire and Rutland Integrated Care Board; Ashby Town Council; Marrons Planning (Strata Limited); Leicestershire County Council; Marrons Planning (Richborough Estates); emh	
[The expected bedspace requirements for affordable rented homes set out at paragraph 6.108 are far too restrictive, unnecessary and not conducive for creating a mix of house types and sizes].	The supporting text sets out why we have set out these expectations (information on household size from our housing register and a result of the bedroom tax).	No change to the policy; update the supporting evidence underpinning this request as part of the Regulation 19 Plan.	135	Marrons Planning (Strata Limited)	
[The statement at 6.111 that the floorplans for affordable housing should be clearly distinguishable from those for market housing is contrary to Policy H5(4) which states affordable housing should be integrated within the design and layout of the scheme such that they are externally indistinguishable from the market housing]	The intention behind this paragraph was that applicants should clearly mark their housetype (floorplan) <i>drawings</i> as either market or affordable homes; a request of the Council's affordable housing team.	Amend the wording of the supporting text for clarity at Regulation 19 stage.	135	Marrons Planning (Strata Limited)	

APPENDIX A – POLICY H10 (SPACE STANDARDS)

[The policy requires viability testing]	The Space Standards Topic Paper made clear that the policy would be subject to a viability assessment of the whole Local Plan.	Undertake a whole plan viability assessment at Regulation 19 stage.	147; 161; 184; 193; 187; 211; 214; 216; 235; 243; 245; 256; 280; 341; 656	Gladman Developments Ltd; Mather Jamie (The Whatton Estate); Pegasus Group (Hallam Land Management); Define Planning & Design (Bloor Homes); Pegasus Group (Davidsons); Stantec UK (Bloor Homes and Taylor Wimpey); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange); Avison Young (Jelson Homes); Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes); Marrons (Richborough Estates); Leicestershire County Council (landowner); Define Planning (Rosconn Strategic Land)
[Concerned that the policy is going to impact viability and reduce the number of dwellings delivered on 100% affordable housing projects]	The viability assessment will assess the impact on both market and affordable dwellings		641	emh
[The policy should <i>encourage</i> rather than <i>require</i> the nationally described space standards for major developments.]	An encouragement policy would be ineffective in securing the NDSS.	No change	150	Savills (David Wilson Homes)

APPENDIX A – POLICY H10 (SPACE STANDARDS)

<p>[The policy should be more flexible and be applied on a site by site basis. It should take into account factors such as site specific circumstances, the product being produced and give weight to well-designed house types which fall slightly below the given standard, particularly on sites where the majority of dwellings comply.]</p>	<p>It is not unusual for local planning authorities to set a requirement for all new homes to meet the NDSS and it is not clear what site-specific circumstances or products would justify consideration of NDSS on a site by site basis. The policy provides a clear and consistent benchmark and is underpinned by evidence.</p>	<p>No change</p>	<p>150; 161; 211; 214; 216; 235</p>	<p>Savills (David Wilson Homes); Mather Jamie (The Whatton Estate); Pegasus Group (Davidsons); Stantec UK (Bloor Homes and Taylor Wimpey); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)</p>
<p>[The Council should consider requiring the NDSS on a percentage of new homes so that there remains choice in the market and consumers can choose what is important to them when purchasing a home.]</p>	<p>Within the NDSS, homes can be built for differing occupancy levels (i.e. different combinations of single and double bedrooms); this would allow some choice in the size of property and a subsequent range of affordability options.</p>	<p>No change</p>	<p>243</p>	<p>Avison Young (Jelson Homes)</p>
<p>The requirement for increased floorspace will impact the affordability of homes/customer choice</p>			<p>161; 211; 216; 235; 237; 243;</p>	<p>Mather Jamie (The Whatton Estate); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange); Home Builders Federation; Avison Young (Jelson Homes)</p>

APPENDIX A – POLICY H10 (SPACE STANDARDS)

<p>[Space standards should be looked at in the round and there will be overlap between Policy H10 and Policy H11, particularly in respect of bedroom sizes, which appears to be the main issue the Council appears to wish to resolve.]</p>	<p>The NDSS is regarded as a minimum and not suitable for M4(3) homes (wheelchair housing) where additional internal floorspace is required to accommodate increased circulation and functionality needs.</p>	<p>No change</p>	<p>245; 256</p>	<p>Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes)</p>
<p>[The policy is not justified by the evidence. There is no evidence that:</p> <ul style="list-style-type: none"> homes falling below the standards have not sold. Homes below the standards do not meet the needs of residents Whether local residents consider that these standards are important when balanced against cost That homebuyers opt for floorspace over the number of bedrooms] 	<p>The evidence provided in the Space Standards Topic Paper is consistent with the evidence accepted by Local Plan Inspectors elsewhere, including the recently adopted East Riding of Yorkshire Local Plan (where the policy was underpinned by a Housing Standards Background Paper).</p>	<p>No change</p>	<p>150; 161; 211; 216; 232; 235; 237; 245; 256;</p>	<p>Savills (David Wilson Homes); Mather Jamie (The Whatton Estate); Pegasus Group (Davidsons); Stantec UK (Caddick Land); Pegasus Group (Davidsons & Westernrange); Home Builders Federation; Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes)</p>

APPENDIX A – POLICY H10 (SPACE STANDARDS)

69	[If the policy is retained, the transition period should run for at least 24 months from the date of adoption; this would enable housebuilders to progress work on sites purchased before the plan was adopted and adjust their house types for future land purchase negotiations]	The 2024 Space Standards Topic Paper made clear that the Council's intention to introduce NDSS into the Local Plan was first presented at Local Plan Committee on 8 September 2021 and that the Regulation 18 Local Plan consultation following in January 2022. The fact that there is still some time before the Local Plan is adopted is considered a sufficient transition period. This approach has been accepted elsewhere.	No change	243	Avison Young (Jelson Homes)
	[The introduction of NDSS could be phased in a way that allows market forces to determine land values that take account of their introduction.]			341	Leicestershire County Council (landowner)
	[Existing built fabric, including designated or non-designated heritage assets, should be excluded from the policy as it may preclude conversion and repurposing schemes such as barn conversions. The policy also has the potential to conflict with other policies such as AP4 which seeks to maximise opportunities for the reuse of materials - by virtue of the wording, repurposing existing fabric could be said to constitute the reuse of materials.]	We acknowledge that there may be circumstances where it would be impractical or inappropriate to apply the NDSS to conversions, subdivisions and changes of use. This part of the policy could be more flexible to reflect this.	Amend this part of the policy to incorporate some flexibility and amend the supporting text at Regulation 19 stage to provide explanation and clarification.	357	Historic England

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 6		POLICY NUMBER: H11	POLICY NAME: ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME	
H11(1) All new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes)					
[The requirement for all homes to meet M4(2) is a potentially unnecessary duplication of the Building Regulations / the requirement should be led by the Building Regulations rather than local policy]	The 2024 consultation document noted that the government intended to make Part M4(2) mandatory but that there had been no further announcements on this subject since July 2022. The lack of progress in implementing M4(2) was raised in a House of Lords debate in February 2024 where a timeframe for progressing the issue was not given. There has been no update on M4(2) since the change of government in 2024. Category M4(2) remains an optional requirement and has to be tested through the Local Plan process.	Monitor any changes to the Building Regulations between now and the Regulation 19 Plan.	147; 161; 184; 193; 211; 216; 235; 237; 245; 256; 553	Gladman Developments; Mather Jamie (The Whatton Estate); Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange); Home Builders Federation; Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes); The Planning Bureau (McCarthy Stone)	
[This requirement appears to originate in the 2022 HENA. This evidence does not identify particular local circumstances which demonstrate that the needs of NWL differ substantially to the region or country as a whole. More detailed, localised evidence is required to justify the policy].	The requirement was a recommendation of the HENA but also the NWL Local Housing Needs Assessment. The HENA is the more recent document and notices a 65% increase in those with mobility problems (aged 65+) between 2020 and 2041 in North West Leicestershire.	No change, subject to any updates to the Building Regulations between now and the Regulation Plan	147	Gladman	

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

<p>[Part M4(2) would be unachievable on the first floor of self-contained flats/maisonettes which is emh's and residents' preferred housetype for 1 bed dwellings. The provision of lifts is financially unviable both in capital cost and future service charge provisions and dwellings.]</p>	<p>Officers agree it would not be practical to provide step-free access to a first floor maisonette.</p>	<p>Add supporting text to the Reg 19 Plan which confirms that M4(2) in maisonettes is another example where step-free access would not be viable.</p>	<p>641</p>	<p>emh</p>
<p>[The increase in minimum floor areas will make including for adaptable features such as wider doorframes and corridors achievable.]</p>	<p>It is assumed this is a reference to the nationally described space standards in Policy H10 (Space Standards) under which M4(2) is achievable.</p>	<p>No change</p>	<p>641</p>	<p>emh</p>
<p>[M4(2) does not provide the on-site support, care and companionship of specialist older persons' housing; the wider community benefits of releasing under occupied family housing; savings to the public purse by reducing the stress of health and social care budgets. The Healthier and Happier Report by WPI Strategy (September 2019) calculated that the average person living in specialist housing for older people saves the NHS and social services £3,490 per year.]</p>	<p>Draft Policy H4(4) – Housing Types and Mix provided support for housing for older people, which would include extra care housing and care homes.</p>	<p>Policy H4 will be reported to a later date of the Local Plan Committee</p>	<p>553</p>	<p>McCarthy Stone</p>

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

<p>H11(2) On housing developments comprising 10 or more dwellings (or on a site of more than 0.5 hectares): a) At least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings); and b) At least 23% of all affordable homes will be required to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The expectation is that these will be built to M3(3)(2)(b) standard (wheelchair accessible dwellings), although provision of M4(3)(2)(a) (wheelchair adaptable dwellings) will be considered where justified and agreed with the Council’s Strategic Housing Team prior to the granting of planning permission.</p>				
We would encourage the Council to remove the specific figures of 9% and 23% from this policy and, instead, refer to the latest HENA in the policy wording	The Planning Practice Guidance says that local planning authorities “ <i>should clearly state in their Local Plan what proportion of new dwellings should comply with [M4(2) and/or M4(3)].</i> ”	No change	183	Turley (Clowes, Redrow and Wilson Estates)
[H11(2) is not justified by the evidence. It should be evidenced and balanced against the need to make the most efficient use of land available and ensure site viability in line with the Planning Practice Guidance]	This justification for this policy is the Leicester and Leicestershire HENA. Some flexibility is built into the policy and it will be viability tested (see viability section below).	No change	150	Savills (David Wilson Homes)

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

<p>[The Local Housing Needs Assessment concludes that NWL has an ageing population although it has a slightly younger age structure (in terms of older people) than Leicestershire as a whole and a lower percentage of those aged 75+ than the East Midlands and England. An ageing population is not an issue specific to NWL.]</p>	<p>In addition to an ageing population, the HENA demonstrates that there NWL has the highest proportion of people in Leicester and Leicestershire with a health problem; and that there is anticipated to be a 64.8% increase in those with a mobility problem between 2020 and 2041. The HENA also provides projections for wheelchair user housing, estimating 16.3% of homes between 2020 and 2041 will need to be wheelchair user; again this is the highest need in in Leicester and Leicestershire. It is acknowledged that some of this data incorporates information from the 2011 Census which could be updated.</p>	<p>Provide an update to the evidence which incorporates data from the 2021 Census</p>	<p>245</p>	<p>Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes);</p>
<p>[The Local Housing Need Assessment identifies a need for around 420 dwellings for wheelchair users. The provision of 5% M4(3) is justified for affordable homes but the requirements of 9% M4(3)(a) and 23% M4(3)(b) is not justified]</p>	<p>The proposed 5% M4(3) is derived from the Local Housing Needs Assessment which is now five years old.</p>			

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

In respect of market housing the proportion of housing that is required to meet M4(3)(a) should be aligned with the level of need identified within the housing needs assessment for the District and take account of the level of provision delivered through affordable housing and supported housing	The Leicester and Leicestershire HENA is a more up to date document, although some of the evidence is based upon the 2011 Census and could be updated.	Provide an update to the evidence which incorporates data from the 2021 Census	341	Leicestershire County Council (as landowner)
[The requirement for 9% M4(3)(2)(a) without the appropriate evidence could: <ul style="list-style-type: none"> • reduce the saleability of plots if they are not being sold to individuals in need of these standards • result in larger than necessary circulation space when internal space could be better used in bedrooms or living spaces.] 	The policy is based upon evidence of need, although some of the evidence is based upon the 2011 Census and could be updated.		135	Marrons (Strata Homes)
[The requirement for 23% M4(3)(2)(b) without justified need would significantly reduce the number of standard affordable homes on each site. Paragraph 6.120 says the figures are based on estimates rather than actual evidence of need.]	The PPG says that evidence for M4 homes should be based upon the <i>likely</i> future need for housing for older and disabled people (including wheelchair user dwellings). The HENA provides a detailed explanation of how and why these estimates have been reached.	Amend the supporting text at Regulation 19 stage for the purposes of clarity. Consider if the evidence can be updated to make it more robust.	135	Marrons (Strata Homes)
Given these figures are based on 'estimates' it is considered that further evidence			214	Stantec UK (Bloor Homes and Taylor Wimpey)

APPENDIX A – POLICY H11 (ACCESSIBLE, ADAPTABLE AND WHEELCHAIR USER HOMES)

on actual need levels should be prepared by the Council as the proposed percentages are considered to be high.				
<p>[The requirements for M4(2) and M4(3) are lower in neighbouring authorities.</p> <ul style="list-style-type: none"> The draft Hinckley and Bosworth Borough Council Local Plan requires 5% M4(3) <i>“unless evidence of local need dictates otherwise”</i> and adopts an approach that wheelchair accessible homes should only be applied to those dwellings where the local authority is responsible for allocating homes. Charnwood seeks at least 10% M4(2) and that <i>“an appropriate proportion of affordable homes to meet M4(2) and M4(3) should be sought in consultation with relevant RPs]</i> 	<p>The Hinckley Local Plan is at Regulation 18 stage.</p> <p>The Charnwood Local Plan draft was submitted for examination in December 2021 and included reference to ‘an appropriate proportion of . The HENA upon which Policy H11 was based was published in April 2022 (updated July 2022). The Inspector’s concern (letter dated 22 March 2024) was that CBC had not provided the necessary evidence, <i>including viability testing</i>, and that a modification was required to delete the requirement for ‘an appropriate proportion of M4(3) homes’.</p>	<p>Undertake a whole plan viability assessment at Regulation 19 stage</p>	<p>135</p>	<p>Marrons (Strata Homes)</p>
<p>[The Charnwood Local Plan Inspectors recently concluded that they did not have the evidence necessary to justify M4(3) housing and this requirement would therefore need to be deleted from the plan. As a partner in the same HENA, this raises questions about whether</p>			<p>184 193; 211; 216; 235</p>	<p>Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)</p>

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the evidence available for North West Leicestershire is sufficient.]				
[If the Council has the evidence to introduce this policy, it may want to consider the most appropriate way to deliver the homes they require to meet their needs. This may not always be in the form of M4(3) homes, and may need further consideration]	Policy H4 supports a mix of different housing, including extra care and care homes. Further clarification is required from the respondent on this point.	No change	237	Home Builders Federation
The requirement for M4(3)(2)(a) and M4(3)(b) would have a significant impact on plot design, site capacity, and overall housing provision	M4(3) do need to be larger than homes under the nationally described space standard. The Local Plan has built in a 10% flexibility buffer to the housing requirement.	No change	280	Marrons (Richborough)
[It is suggested the policy stipulates the location of M4 dwellings within the site for transport/accessibility purposes, namely: <ul style="list-style-type: none"> Proximity to existing/proposed passenger transport and/or LTN 1/20 compliant cycle infrastructure (on the basis that such infrastructure would serve modes of travel aimed at target occupants of such dwellings (mobility scooters etc. - i.e. the 'wheeling' part of cycling and wheeling). Potentially grouping such dwellings together/in close 	Noted	Amend the supporting text at Regulation 19 stage to set out expectations regarding location and grouping of M4 dwellings.	341	Leicestershire County Council

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<p>proximity on the basis that occupants of such dwellings are more likely to have wider supported transport and/or social care needs – grouping together may have logistical/operational efficiency and carbon reduction benefits (e.g. potential to combine pick-ups/drop-offs for supported transport).</p>				
<p>[The Council should note that that ensuring that residents have the ability to stay in their homes for longer is not, in itself, an appropriate manner of meeting the housing needs of older people. A supportive local planning policy framework will be crucial in increasing the delivery of specialist older persons' housing and it should be acknowledged that although adaptable and accessible housing can assist it does not remove the need for specific older person's housing. Housing particularly built to M4(3) standard may serve to institutionalise an older person's scheme reducing independence contrary to the ethos of older</p>	<p>Draft Policy H4(4) – Housing Types and Mix provided support for housing for older people, which would include extra care housing and care homes.</p>	<p>Policy H4 will be reported to a later date of the Local Plan Committee</p>	<p>553</p>	<p>McCarthy Stone</p>

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persons and particularly extra care housing]				
H11 (3) Exceptions to the requirements in Parts 1) and 2) will be considered by the Council only when the applicant has demonstrated that provision of a safe, step-free access is not viable.				
[This part of the policy should be more flexible to cover things such as topography, drainage, vulnerability to flooding market/RP buyer requirements and viability. It should not relate to just step-free access]	The supporting text does make reference to issues such as flooding and topography. However, after further reviewing the PPG and in particular the reference to ' <i>other circumstances which may make a specific site less suitable for M4(2) and M4(3)</i> ', officers recommend part (3) is rewritten. We have also included further wording to make clear that it is for the applicant to demonstrate where the standards can be met and that robust evidence is required where the standards cannot be met.	Amend part (3) to refer to site-specific factors and update the supporting text at Regulation 19 stage to provide clarification.	135; 183; 187; 237; 656	Marrons (Strata Homes); Turley (Clowes, Redrow and Wilson Estates); Home Builders Federation; Define Planning & Design (Rosconn Strategic Land)
The term "not viable" should be changed to "not feasible" to better reflect the practical considerations of implementing step-free access	Viable is the term used in the PPG in relation to step-free access, although in light of the above comments, we are proposing to rewrite part (3).	See above	232	Stantec UK (Caddick Land)
General comments				
[General support]	Noted	No change	45; 92;134	Leicester, Leicestershire and Rutland Integrated Care Board; Ashby Town Council; Kegworth Parish Council; Oakthorpe and Donisthorpe Parish Council;

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The policy of ensuring all housing meets current Building Regulation standards is logical as is the need for a proportion of the dwellings to be wheelchair friendly.			341	Leicestershire County Council
Evidence				
[The PPG outlines the evidence required to introduce a policy such as H11, including the likely future need; the size, location, type and quality of dwellings needed; the accessibility and adaptability of the existing stock; how the needs vary across different housing tenures; and the overall viability]	Noted, these concerns about evidence and viability and site specific factors have been addressed above.	No additional actions	147	Gladman
[The policy needs to be underpinned by robust evidence as set out in the Planning Practice Guidance. Planning policies for accessible housing need to be based on evidence of need, viability and a consideration of site specific factors]			184; 193; 211; 216; 235; 237	Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange); Home Builders Federation
[It is not clear whether there is a need for all homes to achieve these standards taking into local demographics]			232	Stantec UK (Caddick Land)

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If the Council can provide the appropriate evidence and this policy is to be included, then the HBF recommends that an appropriate transition period is included within the policy.	Our approach to a transition period for Policy H10 is that the period of time between consultation and adoption of the policy is a sufficient transition period and it would be reasonable to adopt the same approach with this policy.	No change	237	Home Builders Federation
It's not clear in the Local Plan on the demand for adaptations via Disabled Facilities Grant or waiting on the Housing register. Where there is known demand has this been reflected in the plan?	This policy applies to the construction of new housing and cannot facilitate the adaption of existing housing stock (if that is the point being made here). Projected demand has been factored into the policy.	No change	651	Amanda Hack
Viability				
[The policy needs to form part of a Local Plan Viability Assessment as there is an extra cost in delivering M4 homes]	The supporting text (6.115) noted that viability is a consideration for this policy given that these homes cost more to build. The whole Local Plan will need to undergo a viability assessment in accordance with national policy and guidance.	Undertake a whole plan viability assessment at Regulation 19 stage	150; 161; 184; 187; 193; 211; 216; 232; 235; 280; 553; 656	Savills (David Wilson Homes); Mather Jamie (The Whatton Estate); Pegasus Group (Hallam Land Management); Define Planning & Design (Bloor Homes); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Stantec UK (Caddick Land); Pegasus Group (Davidsons & Westernrange); Marrons (Richborough Estates); Define Planning & Design (Rosconn Strategic Land); McCarthy Stone

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[If the Viability Assessment finds that the proposed level of provision would render development unviable, then it should be capped at a level that would allow for viable schemes to be delivered]	Noted		187; 656	Define Planning & Design (Bloor Homes); Define Planning & Design (Rosconn Strategic Land)
Flexibility				
[There needs to be a degree of flexibility within this Policy to allow for viability, market conditions, and also specific housing needs at the time of a planning application]	It will be for the applicant to provide robust evidence on why provision of M4(2) and M4(3) is less suitable for meeting the standards. The policy will be viability tested as part of a whole plan assessment.	No change	135	Marrons (Strata Homes)
Requirements for M4(2) and M4(3) should be done on a site by site basis.	The Planning Practice Guidance says that local planning authorities “ <i>should clearly state in their Local Plan what proportion of new dwellings should comply with [M4(2) and/or M4(3)].</i> ” However, the policy does build in flexibility based on site-specific factors.	No change	150; 214	Savills (David Wilson Homes); Stantec UK (Bloor Homes and Taylor Wimpey)
There should be balancing clauses in the policy to enable reasonable flexibility. This would avoid the potential for developments, which would otherwise be acceptable, to fail due to rigid requirements	Above, we have suggested that part (3) is amended and we think this amendment satisfies these comments.	No change	232	Stantec UK (Caddick Land)

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7	POLICY NUMBER: Ec4	POLICY NAME: Employment Uses on Unidentified Sites
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
General comments				
As the plan is allocating sites, draft Policy Ec4 and the uncertainty associated with it is unnecessary especially as the Local Plan is subjected to a legally required five-year review.	NPPF paragraph 86 requires local plan policies to both meet anticipated needs for the whole plan period and also to have a degree of flexibility. Policy Ec4 provides this flexibility in a way which also provides clarity about the criteria which must be met for permission to be granted on an unidentified site.	No change	189	Long Whatton & Diseworth Parish Council
Importance of road related transport, haulage use and associated small scale storage should form part of 'general employment uses' at paras 7.8-7.13 or that they do not form part of the floorspace/land requirement figures in the plan. Already evidence of pressure such uses but no land is identified in the plan. Amended wording suggested as follows "(b) The applicant has demonstrated that the immediate requirement cannot reasonably be satisfied on any other available	<p>The Council's employment land evidence does not measure the need for open storage uses (a haulage yard for example). The demand for such uses is highly specific and difficult to anticipate sufficiently well to justify e.g. site allocation in the Local Plan.</p> <p>A search of planning applications shows 6 proposals for haulage yards were submitted over the past 10 years (2015-25) of which 4 were permitted, one was withdrawn and</p>	No change.	348	David Stanley Transport

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
land/buildings within the relevant search area and”	<p>one is awaiting determination. There were 5 proposals for open storage over the same period, all permitted.</p> <p>This is an indication that the policies in the adopted Local Plan are sufficient to manage the demand for these uses.</p> <p>The policy wording proposed in this representation would qualify the policy requirement to a degree (‘cannot reasonably be satisfied’). It is considered this is unnecessary and adds more subjectivity to the policy. It is inherent in the current wording that the requirement couldn’t be met on an unavailable site.</p>			
Part (3) of Policy Ec4				
Amend part (3) with the addition of ‘only’ as follows “Exceptionally.... proposals for employment development on unidentified land outside of the Limits to Development will only be supported where”	The current wording “will be supported where...” is consistent with other policies in the plan (e.g. Policy S4 – Countryside).	No change	92	Ashby Town Council
Add to (3): That such development does not adversely impact the locality by virtue of over-development	The extent to which a proposal is (or isn’t) overdevelopment will be revealed by its impacts on other factors such as landscape quality, highways and residential amenity	No change	115	Protect Diseworth

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	for example. Such factors are included as considerations in the draft policy and in other policies in the plan.			
<ul style="list-style-type: none"> The requirement for a named end user should be removed. 3(a)(i) is sufficient on its own. It is impractical and it is unlikely that a developer would be willing to include a named end user in s106. These permissions (and the policy that enables them) must be flexible enough to give occupiers the comfort to invest in NWL. The requirement could stop proposals coming forward and would constrain the market. Occupiers' requirements are typically known <24 months before occupation whereas the process of due diligence, pre-application, submission, determination and build out typically takes 48+ months. It is unduly restrictive. Removing the requirement would provide more flexibility to adapt to market demands e.g. switch from logistics to industry if required. Need to consider against NPPF 2023 para 86(d). 	<p>Employment land requirements to 2042 will be met through extant planning permissions and site allocations in the new plan. The requirement figures are also further boosted by a flexibility margin as insurance against sites not coming forward as expected (see Table 4 in the Proposed Policies consultation document). The role of Policy Ec4 needs to be understood in this context. It is an exception-style policy to deal with situations where a requirement for additional employment land could not have been anticipated during the plan's preparation. The policy criteria must therefore be sufficiently robust to ensure that the release of additional land is fully justified through the information submitted as part of a planning application.</p> <p>Explaining the requirements of a named end user can help demonstrate why the release of an</p>	Clarify in the supporting text that the inclusion of named end user/s in a legal agreement will apply to the first occupation only.	158 204	The Whatton Estate and B&C Jarrom; P Fovague

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> Speculative development of strategic sites, where there is demonstrable need, is imperative to ensuring adequate supply of buildings Remove ‘immediate’ from (3)(a)(i) Change ‘and’ at the end of (3)(c)(i) to ‘or’. 	<p>unidentified site is needed. Criterion (3)(a)(ii) is expressed as an either/or requirement and compliance can still be demonstrated by meeting the second part of the criterion if there is no end user in place.</p>			
<p>Criteria 3a-c are not flexible. The policy is too restrictive. In view of district’s advantages, the plan should not place restrictions on growth of local economy.</p>	<p>The function of the end user requirement is to demonstrate an explicit need for the development and an intent that the premises will indeed be occupied. The policy says this will be secured through legal agreement but in addition the supporting text will confirm that this applies to the first occupation only.</p> <p>It is considered necessary that the requirement in (3)(a)(i) is qualified with the term ‘immediate’ to confirm that it is arising now and is not a future need that would be better dealt with through a Local Plan Review for example. The equivalent policy in the adopted plan uses the term ‘immediate’ and sites have been granted permission on this basis.</p>		185 186	Clowes Wilson Bowden

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> The reference to North West Leicestershire at the end of 3(a)(i) is ambiguous. Must the requirement originate in the District, the required location is in the District, or simply that the proposal is in the District? The District does not operate as a self-contained market. If some narrow specificity of location is intended by Part 3(a)(i) of the Draft Policy it is not clear why Part 3(b) should be more expansive. Part 3(c)(ii) should be replaced with “and / or”. 	<p>It is agreed that the wording of 3(a)(i) could be ambiguous. Revised wording is suggested to clarify that the location of the development in North West Leicestershire is the key matter.</p>	<p>Amend Part 3 (a)(i) to read “an immediate requirement for the amount and type of employment land of the type proposed to be located in North West Leicestershire;”</p>	<p>225 229</p>	<p>St Modwen P, W C & R Redfern</p>
<p>Part 3 criterion (a)(ii) is overly restrictive.</p> <ul style="list-style-type: none"> There are sensitivities behind prospective occupiers wanting to relocate. Occupiers may have a need for anonymity to protect their commercial position, and/ or there may be sensitivities around relinquishing their existing space / location and the potential implications for existing and future work forces. The requirement also does not account for timescales for relocation, which are often not aligned with the timescales associated with securing planning permission. 	<p>Explaining the requirements of a named end user can help demonstrate why the release of an unidentified site is needed. Criterion (3)(a)(ii) is expressed as an either/or requirement and compliance can still be demonstrated by meeting the second part of the criterion if there is no end user in place.</p> <p>Part 3(b) of the policy requires applicants to demonstrate that their proposal cannot be accommodated elsewhere within a ‘relevant search area’. For a strategic warehousing scheme, the</p>	<p>No change.</p>	<p>234</p>	<p>I M Properties</p>

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Part 3 (b). In the context of the potentially fluctuating nature of the areas of opportunity, need greater justification for the inclusion of Areas of Opportunity within the policy wording.	policy says that this would be the relevant Area/s of Opportunity (AoO). The AoO are defined in the Leicester and Leicestershire Strategic Distribution Study (2021) but this study is currently being updated. Officers will consider if the finalised study (when available) has any implications for this aspect of Policy Ec4.			
<p>Named end user criterion is overly restrictive, contrary to NPPF and unworkable commercially.</p> <ul style="list-style-type: none"> Due to commercial sensitives, it is not commonplace to have an end-user identified generally, occupiers do not commit until planning permission is granted The policy does not allow for the proposed occupier falling away during the course of the planning application. This proposed wording adds burden and delay to obtaining planning permission. This policy requirement is, in effect, encouraging the use of personal planning permissions which can be very restrictive when marketing the site if the first occupier vacates. 	<p>Criterion (3)(a)(ii) is expressed as an either/or requirement and compliance can still be demonstrated by meeting the second part of the criterion if there is no end user in place. This second part mirrors the wording of NPPF paragraph 86e and requires applicants to make the case why additional employment land is required over and above that which is already available. This is considered a reasonable and proportionate approach.</p> <p>The equivalent policy in the adopted Local Plan has been successfully applied to multi-unit schemes. The purpose of Part 3(a)(i) is to establish that there is a</p>	Amend Part 3 (a)(i) to read “an immediate requirement for the amount and type of employment land of the type proposed to be located in North West Leicestershire;”	290	SEGRO

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> Requirement is not compliant with Paragraph 86 of the NPPF - it would create potential barriers to investment and would not enable a rapid response to changes in economic circumstances in the event a potential occupier falls away. Wording effectively relates only to single unit development proposals designed to the requirements of an end-user and therefore could limit its market flexibility in the future. It precludes strategic warehousing and multi-unit sites, including SME units as part of a wider development, from coming forward as it is highly unlikely that all units on a multi-unit scheme would be pre-let. Revised wording suggested. 	<p>requirement for the amount and type of employment land i.e the application site as a whole. For multi-unit schemes, part (ii) could still be met by a combination of named end user/s and evidence that meets the terms of NPPF paragraph 86e.</p>			
<p>Add 'subject to mitigation' to part 3(c)(ii) of the policy.</p> <p>Is good access to the SRN needed for non-strategic development?</p>	<p>Agreed.</p>	<p>Amend 3(c) to read:</p> <p>(ii) For proposals which will generate significant HGV movements, has good access to the strategic highway network (M1, M42/A42 and A50); and</p> <p>(iii) Through mitigation as necessary, has an acceptable impact on the capacity of that network,</p>	<p>341</p>	<p>LCC</p>

APPENDIX B– POLICY EC4 (EMPLOYMENT USES ON UNIDENTIFIED SITES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
		including any junctions; and...		

APPENDIX B – POLICY EC5 (EXISTING EMPLOYMENT AREAS)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7	POLICY NUMBER: Ec5	POLICY NAME: Existing Employment Areas
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support				
Supports the inclusion of Mercia Park in this table as one of the “best performing” employment sites in the district.	Support welcomed	No change	234	IM Properties
Support the inclusion of East Midlands Gateway as an Existing Employment Area.	Support welcomed The boundary of this Existing Employment Area shown in the Regulation 18 consultation document included the substantial areas of structural landscaping which surrounding the buildings at EMG. The boundary is to be refined to exclude these landscape areas.	Amend the boundary of the East Midlands Gateway Existing Employment Area shown on the Policies Map to exclude large areas of landscaping.	290	SEGRO
The approach to the protection of established employment is appropriate in that it recognises the need for sites/assets that are no longer capable of reasonable economic use can be devoted to suitable alternative uses.	Support welcomed. Although not linked to this representation, an amendment to the policy is merited to make it consistent with other policies which require evidence of a lack of demand for premises in their current/latest use. Policies H7 (Self-build and custom homes) and	Amend Part 2(b) to read: “There is no reasonable demand to use the premises/site for the uses in Table 5 as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the	341	LCC (Property)

APPENDIX B – POLICY EC5 (EXISTING EMPLOYMENT AREAS)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	Ec12 (Tourism and visitor accommodation) for example include more detail in the policy (rather than the supporting text) than Policy Ec5. Amendments are recommended to address this.	<p>Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; or...”</p> <p>Amend Part 3(a) to read: “There is no reasonable demand to use the premises for employment uses as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; or...”</p> <p>Linked amendments to the supporting text may also be required.</p>		
Kegworth Computer Centre				
The Kegworth Computer Centre site (Ec5(t)) should be used for supermarket/ leisure/ community use. It would	Based on our retail evidence there is no pressing need for the Local Plan to allocate land for a new	Amend Part (1) of the policy to read:	119 128 364	G Sewell Cllr Sewell Paul Sewell

APPENDIX B – POLICY EC5 (EXISTING EMPLOYMENT AREAS)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
contribute to the well-being of new residents, help to integrate the community, and enhance Kegworth. The current centre is too far to walk with young children and for the elderly.	supermarket in the district or indeed in Kegworth specifically (see paragraph 8.8 of the Reg 18 Policies document). In respect of amenity uses, the planning permission on land to the west for 150 dwellings will provide for formal and informal open recreation space, provided HS2 safeguarding is rescinded (14/00541/OUTM). For the Local Plan to identify this (or any) site for indoor leisure, there would need to be sufficient confidence that such a facility would be deliverable (e.g. an interested developer, public funding available). At present this is not the case and indeed there is a current planning application on the site for a unit for Use Class E (g) (ii)/(iii)/B2/B8 (25/00236/FULM). Overall, identifying the site for such uses would be both unjustified and undeliverable.	(1) Subject to compatibility with nearby uses, the Existing Employment Areas, to be defined shown on the Policies Map, are suitable for the uses set out in Table 5. Amend Part (3) of the policy to read: “(3) Outside Primary Employment Areas, conversion or redevelopment of premises which are, or were most recently, in employment use (Use Classes E(g), B2 and B8) for non-employment development will be supported where the proposed use is compatible with nearby uses and it is demonstrated that...”	395 379	Sophie Sewell Fern Sewell
The Kegworth Computer Centre is effectively a brownfield site. It is sandwiched between existing housing and committed housing areas (policy H5). Unless the employment created here were complementary to residential use to enhance and strengthen local facilities (e.g. supermarket or leisure), it would create a physical, visual or environmental barrier and would reduce the chances of the new 141 home development being integrated into Kegworth.			134	Kegworth PC
Kegworth Computer Centre site: consider providing amenity space for the village. The increasing population/ housing stock and the lack of space elsewhere in the village makes retail and social facilities a much-needed priority. The village centre is compact and unable to expand, has already lost a post office facility and such village amenities on the computer centre would serve the village well over the coming years.	Unlike the equivalent adopted Local Plan policy (Policy Ec3), draft Policy Ec5(1) does not include additional considerations such as impact on residential amenity. In some respects this is appropriate		263	J. Sisson

APPENDIX B – POLICY EC5 (EXISTING EMPLOYMENT AREAS)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>as a purpose of this policy is to positively direct employment development and occupiers to these established industrial areas. However, some of the EEAs are close to residential areas such as the Kegworth Computer Centre. There is a balance to strike between enabling the intensified use of such sites and the ensuring that any resulting impacts are acceptable, especially if there is housing nearby. An addition to Part (1) of the policy to include compatibility with nearby uses as a caveat is suggested. A similar change to Part (3) of the policy is merited as well.</p>			
Other sites				
<p>The employment land at Money Hill does not appear as an existing site or a new site. There does not appear to be a policy to include it in the Plan other than a mention in the housing allocation policy. It appears that the employment land could be provided anywhere across the wider housing site. Its location and any constraints need to be specifically defined in an employment land policy.</p>	<p>This change relating to Money Hill was agreed by Local Plan Committee on 11 March 2025 (see page 3 of Appendix B).</p>	No (further) change.	92	Ashby Town Council

APPENDIX B – POLICY EC5 (EXISTING EMPLOYMENT AREAS)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Include Bardon Hill Office and Bardon Hill Quarry Processing Area in table 5. The Bardon Complex employs over 400 people and provides a suitable location for long term employment. The Offices have the benefit of permanent planning permission and the Bardon Hill Quarry Processing area is identified in the concept restoration plan for future industrial development.	The buildings are associated with quarrying activity in the wider site. If and when the area becomes an industrial area as part of the site's restoration, that would be the time to consider its designation as an EEA.	No change.	107	Aggregate Industries Ltd

APPENDIX B – POLICY EC6 (START UP WORKSPACE)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7	POLICY NUMBER: Ec6	POLICY NAME: Start-up Workspace
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support				
Support	Support welcomed. Although not linked to these representations, the policy would be improved by making reference to relevant use classes.	Amend the policy to read “(2) [Subject to the findings of the plan-wide viability assessment], require an element of start-up space on sites allocated in this Local Plan for general employment (Use.Classes. E(g)?B8.and.B4but. excluding wholly strategic B8 allocations) and larger-scale residential-led/ mixed use development; and...”	92 207	Ashby Town Council; Metacres Ltd
The overall principle of a policy providing start-up workspace is generally supported, subject to viability.			185 186	Clowes Developments Ltd; Wilson Bowden Developments Ltd
The opportunity for small organisations to move to new premises will be useful for business growth.			651	Amanda Hack
Site-related comments				
Land West of Hilltop Farm (Site EMP89) may be more appropriately located to provide such units within the site over the proposed office space provision as currently set out within the allocation policy for this site.	This site’s suitability for a proportion of start-up units is noted and welcomed. Local Plan Committee has subsequently agreed to exclude offices from the allocation policy for employment site EMP89 (Local Plan Committee 16 December 2024).	No change	185	Clowes Developments Ltd

APPENDIX B – POLICY EC6 (START UP WORKSPACE)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
The provision of such smaller units could potentially be provided as part of the employment development proposals at Ellistown Terrace Road, Ellistown (Site EMP98).	This site's suitability for a proportion of start-up units is noted and welcomed.	No change	186	Wilson Bowden Developments Ltd
Other comments				
Requiring an element of start-up space in all employment development is not necessarily feasible or implementable. We suggest the wording is amended to incentivise employment land to include start-up space, but not necessarily require an element of it, in the interests of meeting overall employment land needs.	<p>The justification for this policy is the apparent mismatch between the demand for start-up premises and market supply. In such circumstances it can be appropriate for the planning system to intervene. It is unclear how an incentive approach suggested in this representation would work. One approach could be to permit units in locations where development is generally restricted but draft Policy Ec4 largely does this, provided there is sufficient justification. Policy Ec6 as drafted would also trigger an element of start-up space on sites considered under Policy Ec4.</p> <p>Part (2) of the policy excludes sites allocated for wholly strategic B8 use from the requirement to provide start-up units. This is for practical reasons as the locations which are broadly suitable for large</p>	Amend Part (3) of the policy as follows: “(3) [Subject to the findings of the plan-wide viability assessment], expect that major employment development (Use. Classes.E(g)?B8.and.B4 but.excluding.wholly. strategic.B4proposals). on unallocated sites outside Existing Employment Areas will include an element of start-up space unless this is demonstrably unfeasible in an individual case, including for reasons of site-specific viability.	204	Paul Fovague

APPENDIX B – POLICY EC6 (START UP WORKSPACE)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	<p>scale warehousing will be much less suited for business start-ups. For consistency, this exception should be added to Part (3) of the policy as well.</p> <p>Overall, it is considered that the Local Plan has a role to boost the supply of start-up units where feasible. Subject to the findings of the forthcoming Viability Assessment, Policy Ec6 would be a means to achieve this.</p>			
<p>The policy would benefit from greater detail on the broad location of such uses as in lower tier settlements but also permitted on exception sites in suitable locations on the periphery of sustainable settlements.</p>	<p>Part (2) of the policy requires an element of start-up premises on sites allocated in the plan. In this situation, the location of the site is already known.</p> <p>Part (3) applies to unallocated sites and requires start-up units as part of such schemes (in certain circumstances). In this scenario, the suitability of the location will be tested as part of a planning application through the application of draft Local Plan policies including Policies S2, S4 and Ec4. Adding further detail on location to Policy Ec6, as requested in this representation, is not considered necessary.</p>	No change	207	Metacres Ltd

APPENDIX B – POLICY EC6 (START UP WORKSPACE)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
It should be recognised that the delivery of start-up space within larger and strategic employment areas would be unattractive to developers and investors given the higher risk associated with fledgeling enterprises compared to occupiers of established good covenant.	Noted. There is a balance to achieve in aiming to boost the supply of start-up units but not in a way which frustrates the delivery of new employment premises overall. In recognition of the situation this representation describes; a) wholly strategic warehousing sites are excluded from the requirements of Policy Ec6; and b) Part (3) of the policy excludes start-up unit provision where this would be “demonstrably unfeasible in an individual case, including for reasons of site-specific viability”.	No change	341	Leicestershire County Council (Property)

APPENDIX B – POLICY EC7 (LOCAL EMPLOYMENT OPPORTUNITIES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7	POLICY NUMBER: Ec7	POLICY NAME: Local Employment Opportunities
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support the draft policy to provide and secure local employment opportunities for local people	Support welcome	No change	204 290	Paul Fovargue SEGRO
50+ jobs generated is a suitable threshold for the requirement so as not to unduly burden or discourage small business.	<p>Support welcomed however the draft policy refers to ‘jobs generated’ but it is not clear how this would relate to a firm which is relocating for example. It is also unclear how the policy would apply to a multi-unit scheme. Revised wording is suggested.</p> <p>In addition, there may be circumstances where it is appropriate to include the Employment and Skills Plan requirement within a legal agreement, especially if one is already being prepared to deal with other matters. The policy and supporting text can be revised to allow for this eventuality. The choice of mechanism may depend on matters such as monitoring arrangements and proportionality.</p>	<p>Amend Policy Ec7 as follows: “(1) An Employment and Skills Plan is required where the whole development or unit(s) within the development will be occupied by a firm or firms with 16+ employees (FTE) for developments which will generate 50+ jobs (FTE) when operational. The Employment and Skills Plan...”</p> <p>Amend Part (2) to read “The requirement for an Employment and Skills Plan will be secured by planning condition or through a legal agreement”.</p>	158 280	Trustees of the Whatton Estate and B&C Jarrom; Richborough Estates

APPENDIX B – POLICY EC7 (LOCAL EMPLOYMENT OPPORTUNITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
		Also insert the following at the end of paragraph 7.49: “There may be circumstances where the requirement for an Employment and Skills Plan is best secured by legal agreement, especially if one is already being prepared to deal with other matters. The choice of mechanism will depend on matters such as monitoring arrangements and proportionality.”		
Whilst local employment initiatives are supported, it is not always possible to achieve them depending on the nature of the use of the employment sites and the skills available locally. This policy approach should therefore provide the flexibility to recognise this where necessary.	The draft policy establishes that an Employment and Skills Plan (ESP) should be prepared and it is considered that this should be the starting expectation. More exceptionally, there may be circumstances where an ESP is unnecessary or inappropriate, e.g if the occupier already has an established training scheme in place, and this would need to be explained and evidenced as part of the planning application process. This scenario should be explained in the supporting text.	Insert a new paragraph after paragraph 7.48 »Exceptionally?there.may.be.situations.where.an.Employment.and.Skills.Plan.is.unnecessary.or.inappropriate.e.g.if.the.occupier.already.has.an.established.training.scheme.in.place?and.this.would.need.to.be.explained.and.justified.as.part.of.the.planning.application.process;	185 186	Clowes Wilson Bowden

APPENDIX B – POLICY EC7 (LOCAL EMPLOYMENT OPPORTUNITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	In addition, the text could clarify that the policy applies to any employment generating proposal and would include, for example, a leisure facility or a care home.	Amend paragraph 7.49 to read “Setting the trigger point at proposals where at least 50 new jobs will be created. firms with at least 16 employees.(FTE) focuses the requirement on medium and larger businesses. We consider that this is a proportionate and pragmatic approach. The requirement applies to business occupiers in general and would include for example leisure uses? care homes etc.		
A helpful focus could be to help align local education and training opportunities with the needs of an evolving job market. Support direct policies or initiatives aimed at workforce development, including collaboration with local businesses, educational institutions and training providers to tailor education and training programmes that meet the specific needs of the local economy. This policy could be incorporated within the overall strategic employment policy.	Noted. The types of initiatives mentioned seem sensible and may be part of a workstream led by the Council’s Economic Development team for example. The policy wording does not preclude these kinds of initiatives but also enables the content of Employment and Skills Plans to reflect the workforce and employer requirements evident at the time.	No change	341	LCC

RESPONSES TO PROPOSED POLICIES

CHAPTER: 6		POLICY NUMBER: Ec8	POLICY NAME: EAST MIDLANDS AIRPORT		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME	
Not directly relevant to Ashby other than noise	Noted	No change	92	Ashby de la Zouch Town Council	
Any expansions at East Midlands airport are likely to increase vehicle trips on the surrounding road network, including the Strategic Road Network managed by National Highways. It should therefore be included in policy that new development that gives rise to a material increase in airport capacity or capability will be required to... ‘be supported by a Transport Assessment or Transport Statement which identifies the anticipated traffic and transport impacts’.	The need for of a Transport Assessment or Transport Statement where new development is likely to generate significant amounts of movement is already required in Policy IF5 (Transport Infrastructure and New Development). It is not necessary for the Local Plan to repeat policy requirements, as all of the policies must be read together.	No change	112	National Highways	
The continuing ambition and expansion of the Airport outlined at para 7.50 and the emergence of the Freeport make the admission in 7.53, that the last Sustainable Development Plan was dated as long ago as 2015, concerning. The next Airport Sustainable Development Plan will certainly have implications for this Local Plan and the wording of 7.53 should be tightened to ensure proper scrutiny and adequate	The Sustainable Development Plan for the Airport has been the subject of recent consultation, including a report to this Committee on 21 May 2025. Paragraph 7.53 of the draft plan will need to be updated to reflect this.	No change	134	Kegworth parish Council	

APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

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<p>consideration by the Airport of the objectives, policies and allocations in the Draft Local Plan.</p> <p>The relationship of Policy Ec8 to the Freeport's jurisdiction and to policy IF1 (Development and Infrastructure) and IF5 (Transport Infrastructure and New Development) both need to be clarified.</p> <p>Clause (3)(d) expands upon the unrestricted support for Airport growth in Clause (1):</p> <p>Noise: Kegworth Parish Council applauds the Airport Noise Action Plan process but feels that the cumulative effect of noise from the Airport/aircraft, Donington Park Circuit, the M1, and the EMAGIC railhead is not properly</p>	<p>The Freeport is an economic designation. The designation does not take into account planning considerations. Any aspects of the Freeport, including those within the boundary of the airport, which require planning permission will need to satisfy any planning requirements, including those set out in the Local Plan.</p> <p>Policy IF 1 and policy IF5 apply to any development which requires planning permission.</p> <p>Whilst the policy does not support unrestricted growth, it is considered that the policy could be strengthened through changes to part (1) of the policy. This should include assessing any proposal against an up-to-date Masterplan for the Airport so as to ensure that EMA keeps this up-to-date.</p> <p>The issue of noise as part of any development is addressed under Policy AP2. It is not necessary for the Local Plan to repeat policy requirements, as all of the policies must be read together.</p>	<p>No change</p> <p>No change</p> <p>Amend (1) to state; “The growth of East Midlands Airport <u>for both passengers and cargo</u> will be supported to enable it to fulfil its role as a regional</p>		
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APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

<p>acknowledged here or elsewhere in the Local Plan.</p> <p>Clause (3)(b) fails to define 'local' in relation to Air Quality and is vague in relation to scientific monitoring. Proven links between Air Quality and Health, the reinstatement of Housing sites in Kegworth adjacent to the M1, and the latest focus on Fine Particulate Matter all suggest that the removal of all monitors in the Kegworth area was premature. At least one up to date device should be reinstated.</p> <p>Clause (3)(d) seems to imply that the reduction of airport-generated road traffic is an effect of improved public transport but fails to say clearly that improved road infrastructure is a</p>	<p>The reference to air quality could relate to that generated from aircraft movements or from road users. The definition of local would be different depending upon the source and would also depend upon the quantum of development and movements.</p> <p>The Air Quality Management Area (AQMA) at Kegworth was undeclared in 2021 following six years of compliance. However, the Council still monitors air quality in Kegworth through four monitoring locations, three within the former AQMA and one within the airports flightpath away from significant road traffic.</p> <p>It is acknowledged that there may be a need for improved road infrastructure in the vicinity of EMA. Some of this may be as a result of growth at the airport but is also likely to be due to non-EMA</p>	<p>airport, subject to <u>satisfying the policies of this Local Plan and any other material considerations, including an up-to-date Airport Masterplan</u>”</p> <p>No change</p> <p>No change</p>		
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APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

prerequisite of growth given the pressures on M1 J24 and the A453.	generated traffic associated with other developments in the locality. Policy IF1 (Development and Infrastructure) and IF5 (Transport Infrastructure and New development), refer to the need for new development to support improvements to the transport network. It is not necessary for the Local Plan to repeat policy requirements, as all of the policies must be read together.			
<p>We welcome the statement on page 93 that, “East Midlands Airport is a vital component of the economy of North West Leicestershire and beyond,” and the value it brings as a hub for air freight purposes.</p> <p>EMA is UPS’s main air and brokerage operations in the UK, recently investing £138m in an expanded facility and employing approximately 600 people. Beyond the local area, the cargo operations at EMA help to connect UK businesses to customers around the globe, which will ultimately help the economy to grow, jobs to be created and new sectors to thrive.</p>	Noted	No change	218	UPS
Natural England advise that both Green Infrastructure and Biodiversity Net Gain (BNG) should be considered at the	Noted.	No change	223	Natural England

APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

<p>earliest stages of the planning process for this development. Wider connections including cross boundary links should be considered with other developments in this northern part of the District.</p>				
<p>Welcome the overall approach to development at the airport which is largely a continuation of the adopted Local Plan. However, the policy should be amended to properly reflect EMA's role as an important UK passenger airport and its role as a nationally important cargo airport. Both these roles are supported by national aviation policy. As drafted, the policy excludes the reference to the Airport's important air cargo operation.</p> <p>The Noise Action Plan has been updated and tightens and strengthens noise controls.</p>	<p>It is considered that part (1) of the policy should include reference to both passenger and cargo traffic. However, any support is not unqualified. Further changes are, therefore, proposed in response to concerns expressed by Kegworth Parish Council</p> <p>As the 2024 Noise Action Plan has now been signed off by the Secretary of State, paragraph 7.56 will require updating.</p>	<p>Amend (1) to state; “The growth of East Midlands Airport <u>for both passengers and cargo</u> will be supported to enable it to fulfil its role as a regional airport, <u>subject to satisfying the policies of this Local Plan and any other material considerations, including an up-to-date Airport Masterplan</u>”</p> <p>Amend paragraph 7.56 to state: Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. To help manage the impact of noise, a Noise Action Plan (2019-23) (2024-28) sets out a range of initiatives to</p>	<p>230</p>	<p>East Midlands Airport</p>

APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

<p>The Airport has committed to achieving Net Zero carbon for its own operations by 2038 at the latest, as part of the development of the Airport's environment plan.</p> <p>EMA will continue to provide financial support for the development of public transport and sustainable access including the launch of a Sustainable Transport Fund in 2024.</p>	<p>Noted and welcomed.</p> <p>Noted and welcomed.</p>	<p>be undertaken by the Airport. A new Noise Plan (2024-28) is in preparation which seeks to tighten the noise controls and also <u>which</u> widens the restrictions on the type of aircraft that operate at night. <u>The Council will encourage the Airport to undertake further reviews of the Noise Action Plan throughout the plan period</u>"</p>		
<p>It is important that the full potential of each of the designated tax relief areas, including those within East Midlands Airport, are realised. The Freeport support the allocation of Freeport sites within NWLDC for Use Classes B2 and B8 to enable their use by investors in the target sectors and facilitate the</p>	<p>Support is noted. The proposed policy seeks to strike a balance between supporting growth at the Airport and the benefits this brings regionally, whilst also protecting local communities and the wider environment.</p>	<p>No change</p>	<p>231</p>	<p>East Midlands Freeport</p>

APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

<p>Freeport. We also note that the sites within East Midlands Airport boundary are restricted by the use classes listed in draft policy Ec8.</p> <p>Partner organisations are expected to be best-in-class when it comes to sensitive masterplanning and community engagement.</p> <p>We are committed to working with the landowners and the Council as the Local Planning Authority to facilitate the allocation and subsequent granting of permissions on the site.</p>				
<p>We note the inclusion of references to improvements in connectivity between East Midlands Airport and adjacent rail services (paragraph 7.58) and welcome discussions with North West Leicestershire and the airport in respect of this aspiration. We note that improvements in public transport access to the airport are included in EC8 (3)(d), however, we feel that this policy should be expanded to include a reference to the airport and/or developers providing financial support to achieve this, and we would ask that wording to reflect this is included in the</p>	<p>All new developments are subject to the provision of Policy IF1 (Development and Infrastructure) and IF5 (Transport Infrastructure and New development), which refer to the need for new development to support improvements to the transport network. It is not necessary for the Local Plan to repeat policy requirements, as all of the policies must be read together.</p>	<p>No change</p>	<p>244</p>	<p>Network Rail</p>

APPENDIX B – POLICY EC8 (EAST MIDLANDS AIRPORT)

policy so that it is captured in the local plan.				
<p>It is suggested that the policy would benefit from explicit reference to the provision of onsite ‘clean’ fuel infrastructure such as EV charging to encourage the uptake of such vehicles, given that a significant proportion of people are likely to continue to arrive at the airport by car.</p> <p>In addition, it is surprising that there is no reference to the Freeport proposals in the draft Policy, noting that they are directly and indirectly associated with the airport site and its operations.</p>	<p>It is considered that 2(g) should be amended to also refer to EV charging facilities.</p> <p>Freeport proposals are subject to a separate policy regime, outside the remit of the Local Plan.</p>	<p>Amend 2(g) to state: “Improvements to public transport and airport customer car parking, <u>including the provision of EV charging facilities</u>”</p>	341	Leicestershire County Council
<p>It is encouraging that the new plan explicitly recognises climate change (and not just noise and air quality) relating to the airport (paragraph 7.55), and that it now includes the requirement for new development that increases capacity / capability to “Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non-aircraft operations” (Draft Policy Ec8 3c – East Midlands Airport). It is also welcomed that the plan maintains the requirement to improve public transport access (Draft Policy Ec8 3d – East Midlands Airport).</p>	<p>Noted. It is considered that 3 (c) could be strengthened further</p>	<p>That 3 (c) be amended to state: Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations, <u>including the incorporation of climate change resilience measures; and the provision of green infrastructure measures, subject to not conflicting with the safe operation of the airport or aircraft</u></p>	353	Derbyshire County Council
<p>Paragraph 7.54 You only have to look at what has happened at other Freeport</p>	<p>Freeport status is designated by the Government and is an</p>	<p>No change</p>	427	Chris Duggan

<p>sites to know this has completed destroyed the surrounding areas. Homes have been destroyed. It is ruining the mental health of people.</p> <p>Paragraph 7.56 The noise is already loud. 37 years I've lived in Diseworth and every year it gets worse. We constantly complain to the airport and they do not fix the problem. If they were to build further it will only make the problem worse and unsustainable for people and animals. This must stop.</p>	<p>economic designation designed to encourage economic growth through relaxed tax and custom rules. However, any future development is subject to normal planning considerations to ensure that the impact upon local communities and the wider environment are protected. Policy Ec8, together with other policies in the plan, seeks to do this whilst balancing against the economic benefits.</p> <p>The proposed policy recognises that the impact of noise arising from activity at the Airport upon local communities is an important consideration when assessing proposals for development.</p>			
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APPENDIX B – POLICY EC9 (EAST MIDLANDS AIRPORT: SAFEGUARDING)

RESPONSES TO PROPOSED POLICIES

CHAPTER:	POLICY NUMBER: Ec9	POLICY NAME: EAST MIDLANDS AIRPORT: SAFEGUARDING		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
The ICB are supportive of this to eliminate risks and minimise accidents requiring emergency response.	Noted	No change	45	Leicester, Leicestershire and Rutland Integrated Care Board
Not directly relevant to Ashby other than noise	Noted	No change	92	Ashby de la Zouch Town Council
Kegworth Parish Council supports this policy, not least because memories remain of the Kegworth Air Disaster. We wish to see land South of the Development Boundary remain as valuable agricultural land. We believe that the Melbourne Parklands designation fits the intention of this policy. In particular we support clause (2)(g) and suggest that large scale solar arrays can be best concentrated on the EMAGIC or other Freeport sites.	Noted The policy seeks to ensure that the placement of large-scale solar arrays does not result in issues of glare which could distract pilots.	No change	134	Kegworth Parish Council
Clowes generally supports the policy; however, it is considered that the policy needs further clarification in respect of criterion (2)(b). The criterion outlines that “All buildings, structures, erections and works that exceed the height specified on the safeguarding	The safeguarding map can be viewed from this link . The height of buildings which require consultation with East Midlands Airport range from 10 metres to 90 metres depending upon the location of the proposed building.	No change	185	Pegasus Planning o/b/o Clowes Developments Limited

APPENDIX B – POLICY EC9 (EAST MIDLANDS AIRPORT: SAFEGUARDING)

map;" No such height is specified on the safeguarding area on the policy map or separately on a safeguarding map. It is considered that this needs to be included within the local plan to ensure that the policy is transparent and effective.	The Regulation 19 version of the local plan will include a link to safeguarding map for ease of reference. In addition, the paper copy will include a printed version of the map.			
<p>The overall approach in this policy is welcomed and supported. It retains the approach that was set out in the previous Local Plan. A clarification should be added to (1) 'Development which would adversely affect the operational integrity or safety of East Midlands Airport or aircraft operating at the airport and in the vicinity will not be permitted'.</p> <p>The policy should also refer to the potential for glint and glare from solar-PV arrays that can be a distraction and a hazard to pilots and air traffic control operations.</p>	<p>It is considered that it would be appropriate to amend part (1) of the policy as suggested.</p> <p>The issue of glint and glare is addressed at part (g) of the policy.</p>	Amend part (1) of policy to state: "Development which would adversely affect the operational integrity or safety of East Midlands Airport <u>or aircraft operating at the airport and in the vicinity</u> will not be permitted'	230	East Midlands Airport
No particular comments from a strategic transport perspective. (As an observation, point (e)(i) could result in conflicts with wider aspirations/requirements for development in this area (in particular the proposed strategic sites at Isley Woodhouse and Castle Donington) - e.g. in terms of seeking to create "beautiful" developments in accordance with the NPPF and/or measures to achieve biodiversity net-gain.	<p>The requirements of this policy reflect that in Circular 1/2003. This specifically notes that whether or not a development is likely to attract birds will depend on a number of factors.</p> <p>It is recognised that there will often be conflicts between different policies.</p>	No change	341	Leicestershire County Council

APPENDIX B – POLICY EC10 (EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 6	POLICY NUMBER: Ec10	POLICY NAME: EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
The ICB are supportive of this to control the number of people on the ground at risk in the unlikely event of an aircraft accident on take-off or landing.	Noted	No change	45	Leicester, Leicestershire and Rutland Integrated Care Board
Not directly relevant to Ashby other than noise	Noted	No change	92	Ashby de la Zouch Town Council
It makes no sense to reduce the size of the safety zone, presumably proposed so new developments will not have that as a consideration. The Airport continues to increase in activity, which will speed up with the proposed freeport.	The responsibility for identifying the safeguarded area lies with the Manchester Airport Group which owns East Midlands Airport.	No change	119	Geoff Sewell
I oppose the reduction in size to this zone. I remember clearly the horrific air disaster in 1989, and the reduction of this zone will not give confidence to villagers who live in close proximity to the arrival/departure zone. Safeguarding of building directly beneath the current splay of the zone would be crucial to maintain and keep confidence high. Air traffic movements are increasing all the time at the Airport and it will become far busier when the Freeport us up and running, as will the M1, which also	The responsibility for identifying the safeguarded area lies with the Manchester Airport Group which owns East Midlands Airport.	No change	128	Carol Sewell

APPENDIX B – POLICY EC10 (EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES)

needs protection from possible accidents involving aircraft				
The reduction in the area and size of the PSZs described at 7.64 is unwelcome in a community where memories remain of the Kegworth Air Disaster. The proximity of the M1 was a high-risk factor in 1989 and remains so. As well as requesting a review of the 1 in 100000 risk contour East of the M1, we request that no unnecessary increases of activity are permitted. We regard that the use of words and phrases like 'low density' 'very few' and 'reasonable expectation of low intensity use' are subjective and unhelpful when it comes to deciding planning applications.	The policy and the dimensions of Public Safety Zones at major airports in the UK is set out by the Department for Transport (DfT) in its document – Control of development in airport public safety zones. The responsibility for identifying the Public Safety Zone lies with the Manchester Airport Group which owns East Midlands Airport. The wording and phrasing reflects that in Government guidance.	No change	134	Kegworth Parish Council
This policy is supported, as it retains an established approach from the existing Local Plan, but it updates it to include more recent guidance from the Department for Transport in respect of Public Safety Zones and the change in the Public Safety Zone area. Given the extent of the new Public Safety Zones there is an opportunity to reduce the amount of wording in the policy as many of the uses that can be acceptable in Public Safety Zones could not take place due to the location of the airfield and the proximity of the runway.	Whilst the PSZ are smaller than previously, it remains appropriate to be clear as to what uses will not be allowed within them.	No change	230	East Midlands Airport
No comments	Noted	No change	341	Leicestershire County Council

APPENDIX B – POLICY EC10 (EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES)

<p>Is it safe and wise to build a large scale development so near to a very busy airport? The safety zones are very small and are unlikely to protect the people living within/under the flight path, should an accident occur.</p>	<p>The policy and the dimensions of Public Safety Zones at major airports in the UK is set out by the Department for Transport (DfT) in its document – Control of development in airport public safety zones. The responsibility for identifying the Public Safety Zone lies with the Manchester Airport Group which owns East Midlands Airport.</p>	<p>No change</p>	<p>350</p>	<p>Teresa Walker</p>
<p>I am not in favour of the reduction of this safety zone. I support the maintaining of the current safety zone, when air traffic in and out of the Airport is increasing, particularly with the Freeport coming to the area.</p>	<p>The policy and the dimensions of Public Safety Zones at major airports in the UK is set out by the Department for Transport (DfT) in its document – Control of development in airport public safety zones. The responsibility for identifying the Public Safety Zone lies with the Manchester Airport Group which owns East Midlands Airport.</p>	<p>No change</p>	<p>379</p>	<p>Fern Sewell</p>
<p>I am not in favour of the reduction of this safety zone. I was in Kegworth at the time of the Air Disaster in 1989 and would support the maintaining of the current safety zone, when air traffic in and out of the Airport is increasing.</p>	<p>The policy and the dimensions of Public Safety Zones at major airports in the UK is set out by the Department for Transport (DfT) in its document – Control of development in airport public safety zones. The responsibility for identifying the Public Safety Zone lies with the Manchester Airport Group which owns East Midlands Airport.</p>	<p>No change</p>	<p>382</p>	<p>Kirstyn Sewell</p>

APPENDIX B – POLICY EC10 (EAST MIDLANDS AIRPORT: PUBLIC SAFETY ZONES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7		POLICY NUMBER: Ec11	POLICY NAME: Donington Park Circuit		
MAIN ISSUES RAISED		COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
(1) The development of Donington Park Circuit as a national and international racing circuit will be supported.					
MSV acknowledges the support provided to development of Donington Park Circuit in draft Policy Ec11 however this is limited to that part of the site within the boundaries of the circuit as defined on the Policies Map.	Noted	Support is noted, see part (2) below on the subject of the Policies Map.	181	Adams Hendry Consulting (MSV Group)	
(2) Within the boundaries of Donington Park Circuit, as defined on the Policies Map, development will be limited to: (a) Facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities; (b) Facilities and infrastructure for driver training and driving experiences; (c) Motorsport and automotive uses which have a clear relationship with the existing uses at the circuit and is of a scale appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles; (d) Landscape works; and (e) Internal highways and infrastructure.					
[The boundary of the Policies Map is drawn too tightly to enable any development in accordance with part (2)(c) of the policy “ <i>with currently developable space being substantially required for the operation of events held at the circuit</i> ” More substantial developable space is required to for the operation of events. MSV requests that the Policies Map boundary is amended as shown on Figure 1 attached.]	NPPF para 85 states that “ <i>planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.</i> ” However, only limited information has been provided on why the boundary should be extended and there is no information on why those	No change – more detailed justification required.	181	Adams Hendry Consulting (MSV Group)	

APPENDIX B – POLICY EC11 (DONINGTON RACE CIRCUIT)

	particular area are deemed necessary for expansion. If adequate justification were to be provided, an assessment of the proposals would need to be undertaken by officers, the changes would need to undergo public consultation and it would need to be assessed in the Sustainability Appraisal.			
(3) All development at Donington Park Circuit, particularly that which gives rise to a material increase in the use of the racetrack or the number of visitors, will be required to: (a) Incorporate measures to mitigate its noise impact on local residents and the wider area; (b) Provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will reduce the impact of event and operational traffic on the local and strategic network; (c) Retain existing mature trees and woodland and provide a landscaping scheme that mitigates its effects on the local landscape; and (d) Conserve or enhance the site's racing and parkland heritage and heritage assets.				
113	<p>[It is not clear why part (3) relates to all development. The policy allows for some types of development that for example would not result in noise impact or a need for public transport measures. It is unreasonable for a policy to go beyond what would legally be required as a planning obligation. The introduction to the policy should be rewritten as follows:</p> <p><i>"All Development at Donington Park Circuit particularly that which gives rise to a material increase in the use of the racetrack or number of visitors will be required to:..."</i>]</p>	<p>The point about 'all' development is accepted. However, we do not agree with the proposed deletion of 'particularly that' – this allows for the possibility that development may not have a material increase in traffic but may still be required to mitigate its impact (for example noise).</p>	<p>Amend the introductory sentence of part (3):</p> <p><u>"All D Where necessary, development at Donington Park Circuit, particularly that which gives rise to..."</u></p>	<p>181</p> <p>Adams Hendry Consulting (MSV Group)</p>

(3)(a) Incorporate measures to mitigate its noise impact on local residents and the wider area				
<p>[The proposed wording of part (a) is unclear and suggests an existing noise impact or assuming a theoretical noise impact from development. MSV does not object to the principal of the requirement for those developments which give rise to a material increase in the use of the racetrack or number of visitors, but suggest the policy would be better expressed as follows:</p> <p><i>(a) Incorporate measures to <u>ensure any additional</u> reduce its noise impact <u>arising from the proposed development</u> on local residents and the wider area <u>is minimised</u>;</i></p>	<p>The addition of ‘where necessary’ to the introductory sentence adds some flexibility and ‘its’ could be replaced with ‘any’ to make clear not all development would have a noise impact.</p> <p>Noise needs to be considered when development may create additional noise or would be sensitive to the prevailing acoustic environment (PPG). The NPPF states that planning policies should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution (para 187e) as well as mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development –and avoid noise giving rise to significant adverse impacts on health and the quality of life (para 198). The policy could be updated to better reflect the NPPF.</p>	<p>Rewrite part (3)(a) as follows:</p> <p>Incorporate measures to mitigate <u>its</u> and <u>reduce to a minimum any</u> noise impact which would adversely <u>and unacceptably</u> affect on local residents and the wider area.”</p> <p>At Regulation 19 stage, make clear in the supporting text which provides further clarification on the Council’s expectations with regards to noise assessment and impact.</p>	181	Adams Hendry Consulting (MSV Group)

APPENDIX B – POLICY EC11 (DONINGTON RACE CIRCUIT)

(b) Provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will reduce the impact of event and operational traffic on the local and strategic network				
<p>[Part 3b should be rewritten as follows:</p> <p><i>(b) Provide improvements in public transport accessibility <u>to the circuit</u> where viable, and/or other appropriate transport measures that will reduce the impact of event and operational traffic on the local and strategic network]</i></p>	<p>We agree that including reference to the circuit makes the policy clearer and .</p>	<p>Rewrite part (3)(b) as follows:</p> <p><i>(b) Provide improvements in public transport accessibility <u>to and from the circuit</u> where viable, and/or other appropriate <u>sustainable</u> transport measures that will reduce the impact of event and operational traffic on the local and strategic network;</i></p>	181	Adams Hendry Consulting (MSV Group)
<p>[The policy would benefit from explicit reference to the provision of onsite ‘clean’ fuel infrastructure such as EV charging to encourage the uptake of such vehicles, given that a significant proportion of people are likely to continue to arrive at the circuit by car:</p> <p>“3 (b) Provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures <u>including improvements to zero-carbon infrastructure such as EV charge points</u> that will reduce the impact of event and operational traffic on the local and strategic network; <u>and on the climate</u>”]</p>	<p>More detail on other transport measures could be added to the supporting text and officers think it should be made clearer that the transport measures should be sustainable.</p>	<p>At Reg 19 stage, add more detail on what is meant by ‘appropriate sustainable transport’ measures to the supporting text.</p>	341	Leicestershire County Council

(c) Retain existing mature trees and woodland and provide a landscaping scheme that mitigates its effects on the local landscape				
The requirement to retain existing mature trees and woodland should be caveated with the words 'where appropriate'. The merits of the proposed development should be considered against any harm to existing trees, woodland and landscaping and a judgement reached. The blanket requirement on tree removal limits opportunities for potential landscape enhancement through the replacement of diseased trees or low quality specimens.	The addition of 'where necessary' adds flexibility. The supporting text could make clearer that the a balanced view would be taken with regards to diseased or unsafe trees.	Add to the supporting text at Regulation 19 stage.		
(d) Conserve or enhance the site's racing and parkland heritage and heritage assets				
[it is not clear why this blanket requirement has been included for developments that will have very little impact on these assets. It is noted that there is not an equivalent requirement in draft Policy CD10 (land north and south of Park Lane, Castle Donington) despite the heritage report identifying that the proposed development would result in moderate harm to Donington Hall and associated parkland and structures]	<p>'Where necessary' has been added to add flexibility.</p> <p>The reference to parkland and racing heritage was included at the request of the Council's Conservation Officer.</p> <p>The Policy for CD10 seeks to enhance heritage assets in the vicinity and is based on a heritage assessment, whereas future proposals at the Circuit are unknown.</p>	Add to the supporting text at Regulation 19 stage.		

APPENDIX B – POLICY EC11 (DONINGTON RACE CIRCUIT)

General comments				
Not directly relevant to Ashby	None	No action required	92	Ashby de la Zouch Town Council
[Comments made in relation to East Midlands Airport are also applicable to this policy. The comment made in relation to EMA was that any expansions to the airport was me likely to increase trips on the surrounding road network, include the Strategic Road Network managed by National Highways. The policy should state that any new development that gives rise to a material increase in airport capacity or capability will be required to... <i>'be supported by a Transport Assessment or Transport Statement which identifies the anticipated traffic and transport impacts'</i> .	<p>The need for a Transport Assessment or Transport Statement where new development is likely to generate significant amounts of movement is a requirement of Policy IF5 (Transport Infrastructure and New Development).</p> <p>It is not necessary for the Local Plan to repeat policy requirements (NPPF paragraph 16f), as all of the policies must be read together.</p>	No change	112	National Highways
Any additional development proposals on this site should consider if it is likely to have an adverse effect on the Donington Park SSSI. Mitigation strategies provided to reduce adverse impacts on SSSIs should offer positive opportunities for nature and should be set out in sufficient detail to ensure their long-term protection and enhancement.	In order to prevent repetition in policies (NPPF para 16f) This comment will be considered when officers review Policy En1 – Nature Conservation/Biodiversity Net Gain.	No change to Policy Ec11	223	Natural England

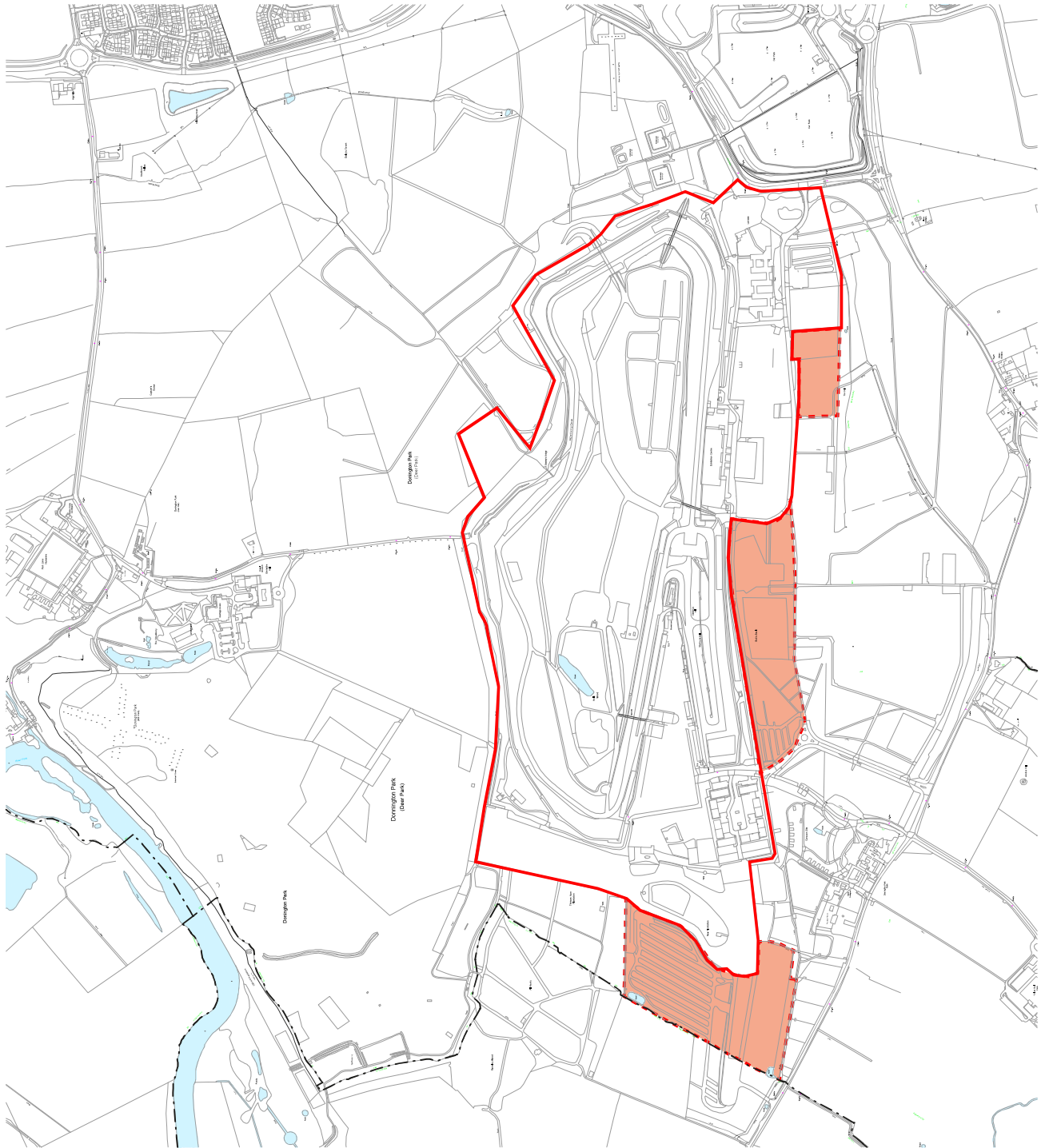


KEY

--- District boundary

Donington Park - Policy Ec7

Proposed extension - Policy Ec11



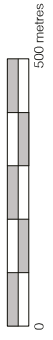
Source:
North West Leicestershire Local Plan
Adopted November 2017

Figure 1 :
DONINGTON PARK

Drawn by: NM

Date: 120324_B

Scale 1: 10 000 @ A3



APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 7		POLICY NUMBER: Ec12	POLICY NAME: TOURISM AND VISITOR ACCOMMODATION (STRATEGIC POLICY)		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME	
The reference to the historic environment and associated local distinctiveness in Policy criteria 1c is supported. Tourism can take many forms, and heritage plays an important role.	Noted.	No change.	357	Historic England	
NPPF para 88c) advises that policy should seek to enable sustainable tourism and leisure developments in the countryside. As North West Leicestershire remains a largely rural area the approach in this policy is therefore broadly aligned with the NPPF and, additionally, gives protection to existing tourism assets. Although further thought may need to be given to the period of non-viability in finalising the proposal.	Noted. As set out in the supporting text the loss of existing tourist attractions and facilities will be strongly resisted. The 24-month evidence of demand for the attraction provides enough time (and changes of season) to fully demonstrate demand and that its retention has been fully explored.	Propose that the policy wording of part (3)(b) is amended to make the policy requirements clearer. Amendments proposed to part (3)(b): Evidence there is no commercial demand for the attraction, and it has been robustly actively marketed at current market value for at continuous period of at least 6 consecutive months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant. Any related amendments to the supporting text will also be made at Regulation 19 stage	341	Leicestershire County Council	

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

<p>The value of tourism is important to the NWL economy and opportunities to develop is important. However, it's welcomed that the Local Plan looks to restrict the loss of facilities.</p>	<p>Noted. The loss of existing tourist attractions and facilities will be strongly resisted.</p>	<p>Proposed that the title of the policy is amended to: Draft Policy Ec12 - Tourism Tourist Attractions and Visitor Accommodation to better reflect the subject of the policy.</p>	<p>651</p>	<p>Amanda Hack</p>
<p>The requirement for 24 months of marketing in part (6) of the policy is too long and fails to provide adaptability and flexibility for business to respond to changing economic and social issues. A period of 12 months would be more appropriate.</p>	<p>Noted. As set out in the supporting text, we will resist the loss of visitor accommodation to other uses. As such the requirements for 24 months of marketing is considered a suitable period to establish the accommodation business and by covering two calendar years will cover several quiet and busy holiday periods.</p>	<p>Propose that the policy wording of parts (6)(a) and (6)(b) are amended to make the policy requirements clearer and consistent with part (3)(b) of the policy. Amend part (6)(a): The visitor accommodation in question has been robustly appropriately marketed to potential visitors over a continuous period of at least 24 months. Amend part (6)(b): The booking records over a period of at least 24 months shows there is a lack of demand for the visitor accommodation. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant. Any related amendments to the supporting text will also be made.</p>	<p>8</p>	<p>JJM Planning</p>

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

SUGGESTED POLICY ADDITIONS				
<p>The Policy does not currently refer to the National Forest or the Sustainable Tourism Accommodation Design Guide. The NFC requests that there is a criterion referring to tourism attractions and facilities in the wider National Forest and within the Heart of the Forest, and reference to the Sustainable Tourism Accommodation Guide in the visitor accommodation section.</p> <p>Suggested additional criterion in the tourism and attractions section of Policy Ec12: <u>Within the National Forest, appropriately located and designed sustainable tourism attractions and facilities should have regard to the National Forest Transformative Tourism Plan, and within the Heart of the National Forest tourist attractions and facilities should support the delivery of the Heart of the National Forest Vision as set out in policy En3</u></p>	<p>The draft National Forest Policy (En3) supports tourism and visitor accommodation development in the National Forest which accords with Policy Ec12 and reflects the National Forest Company's Sustainable Tourism Accommodation Design Guide. Developments for tourism or visitor accommodation in the National Forest would need to comply with policies Ec12 and En3 as such there is no need to repeat policy wording in line with advice in Para. 16 (f) of the NPPF which states that "<i>Plans should serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area...</i>"</p>	<p>No change.</p>	<p>146</p>	<p>National Forest Company</p>
<p>Suggested additional criterion in the Visitor Accommodation section of Policy Ec12: <u>New and retrofitted visitor accommodation in the National Forest will be supported where</u></p>	<p>Noted and consider that this wording would be better placed within the supporting text to the National Forest Policy (En3).</p>	<p>Add additional wording to the supporting text of Policy En3 to reference new and retrofitted visitor accommodation.</p>	<p>146</p>	<p>National Forest Company</p>

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

<u>distinctive National Forest character and sense of place is demonstrated by aligning to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.</u>				
COMMENTS ON SUPPORTING PARAGRAPHS				
Request omitting reference to the National Forest Tourism Growth Plan 2017-2027 as an updated tourism plan is being prepared. The document has the working title of 'Transformative Tourism Plan 2024-2029' and accordingly we request the following amendment to paragraph 7.80. 7.80 We will work with the National Forest Company and other tourist organisations to maximise the opportunities for tourism and visitor attractions in the district. The National Forest Company have published the National Forest Tourism Growth Plan 2017-2027 which outlines strategies to further strengthen and grow sustainable tourism in the area. <u>The National Forest Company's Transformative Tourism Plan 2024-2029 outlines approaches to support the development of sustainable tourism across the National Forest.</u>	Noted and agree that the supporting text should be amended to reflect up to date information.	Amend the supporting text to reflect the most up to date information from the National Forest Company at the time of drafting the Regulation 19 version of the Local Plan.	146	National Forest Company

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

<p>Request omitting ‘.... <i>especially where they are associated with the National Forest</i>’ from the first sentence and including more about the National Forest and visitor accommodation in the next criterion as we hope that the Policy is more supportive of (appropriate) tourism accommodation in the National Forest than elsewhere in the District.</p> <p>7.86 Some types of visitor accommodation (including lodges, glamping, camping, caravans) are more suited to a countryside location, especially where they are associated with the National Forest...</p>	<p>Noted, however it is proposed that additional supporting text be added to The National Forest Policy (En3). Developments for tourism or visitor accommodation in the National Forest would need to comply with policies Ec12 and En3 as such there is no need to repeat policy wording in line with advice in Para. 16 (f) of the NPPF which states that “<i>Plans should serve a clear purpose, avoiding unnecessary duplication of policies that apply to a particular area...</i>”</p>	<p>Additional wording is proposed to be added to the supporting text to Policy En3 and a cross reference in the supporting text (of Ec12) to En3 will be added.</p>	<p>146</p>	<p>National Forest Company</p>
<p>Include reference to retrofitted/existing accommodation as the Sustainable Tourism Accommodation Guide is a guide for new and retrofitted tourism accommodation, and include wording from paragraph 10.54 <i>[Can/should this criterion also refer to criterion 10.54 which provides an insight into the Sustainable Tourism Accommodation Guide?]</i></p> <p>7.87 <u><i>Within the National Forest, new and retrofitted visitor accommodation (which can range</i></u></p>			<p>146</p>	<p>National Forest Company</p>

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

<p><u>from glamping sites and cabins through to guest houses, pubs and hotels) will be supported where it is appropriately related to the National Forest and demonstrates distinctive National Forest character and sense of place by aligning to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.</u></p>				
<p>Suggested additional paragraph in the supporting text referring to the Heart of the Forest: <u>Within the Heart of the National Forest tourist attractions and facilities should support the delivery of the Heart of the National Forest Vision as set out in policy En3</u></p>			146	National Forest Company
GENERAL COMMENTS				
Support	Noted.	No change	92	Ashby de la Zouch Town Council
Development outside the limits of development will not be supported. More consultation is needed as there are just too many exceptions to the rules. For example, "Holiday Lodges" now permanently occupied as residential properties. "Weekend Party Houses" creating noise nuisance for existing residents. "Glamping" sites close to existing	Noted. The NPPF (para. 88) requires planning policies to enable " <i>sustainable rural tourism and leisure developments which respect the character of the countryside</i> ". The Local Plan draft Countryside Policy (S4) supports " <i>(l) Tourism attractions and facilities and visitor accommodation in accordance with Policy Ec12</i> ".	No change.	175	Oakthorpe, Donisthorpe & Acresford Parush Council

APPENDIX B – POLICY EC12 (TOURISM AND VISITOR ACCOMMODATION)

residential properties creating noise and other nuisances. ODAPC doesn't want such developments.	Part (6) of Policy Ec12 sets out the criteria that would need to be met when considering the conversion of or redevelopment of visitor accommodation to permanent residential accommodation. Part (7) of the policy ensures that Planning conditions or Section 106 legal agreements will be applied to new visitor accommodation to ensure it is limited to holiday use and is not used as permanent residential accommodation.			
The Limits of Development are currently not strictly adhered to, creating situations where - for example within AWTC's parish – a retirement property could be bought in good faith, only to have change-of-use holiday lets directly adjacent go it, thereby both spoiling the quality of life of the unsuspecting buyer as well as precluding a viable sale.		No change.	180	Ashby Woulds Town Council

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APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 8	POLICY NUMBER: TC1	HIERARCHY AND MANAGEMENT OF DEVELOPMENT (STRATEGIC POLICY)
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
General Comments				
Inconsistency/contradiction in how Ashby de la Zouch is treated through draft Policy S2 (spatial hierarchy) vs its identification as a town centre of equivalent to Coalville in draft Policy TC1. The basis for this difference is unclear.	An explanation is provided in the supporting text. The town/local centre hierarchy is based on the scale of facilities within each centre and the floorspace projections provided in the Retail Study Update Report (2020). Whereas the identification of a settlement's position in the overall settlement hierarchy looks beyond the town/local centre and takes into account a wider range of factors.	No change	341	Leicestershire County Council
The TCPA '20 Minute neighbourhoods': creating healthier, active, prosperous communities' guidance provides recommendations on planning of healthy neighbourhoods/town centres such as well-connected paths, street, space. Access to community facilities and vibrancy of amenities where possible which will enable new developments to be integrated into the existing businesses.	Noted. Town/local centres, with a mix of accessible services, provide opportunities for multi-purpose trips, supporting healthy and vibrant centres.	No change	341	Leicestershire County Council

APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

Schools being part of a local centre can bring benefits for both, such as customer footfall and car parking for school drop off.	Noted.	No change	341	Leicestershire County Council
Policy criteria 3) Planning will be granted to deliver the following floorspace requirements to 2036.				
Is this section needed if it only states the level of floorspace that may be required but is not a planning consideration?	Local plans do not need to allocate sites for town centre uses for the full plan period and given the scale of our floorspace projections the identification of sites is not a critical issue for the district. There is however an expectation for plans to address the need for town centre uses over a minimum ten-year period.	<p>Delete policy wording and table at paragraph 3. Insert the following wording at the beginning of the policy, along with the table.</p> <p><i>The combined retail and food/beverage floorspace requirements for the District to 2036 is 12,200sqm and a detailed breakdown is provided below. These requirements could be met through the re-occupation of vacant units and/or new development.</i></p>	92	Ashby de la Zouch Town Council
Do these figures represent a maximum limit of the amount of floorspace granted permissions?	These figures represent the level of the floorspace needed to meet the likely level of growth in the district up to 2036. It is not the maximum or minimum amount of floorspace that will be granted over the plan period.	<p>Delete policy wording and table at paragraph 3. Insert the following wording at the beginning of the policy, along with the table.</p> <p><i>The combined retail and food/beverage floorspace requirements for the District to 2036 is 12,200sqm and a detailed breakdown is provided below. These requirements could be met</i></p>	92	Ashby de la Zouch

APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

		<i>through the re-occupation of vacant units and/or new development.</i>		
Does paragraph 3 override paragraph 2 which identifies the circumstances when permission will be granted.	Paragraph 3 is not intended to override paragraph 2. All proposals for main town centre uses will be expected to meet the criterion in this section of the policy.	<p>Delete policy wording and table at paragraph 3. Insert the following wording at the beginning of the policy, along with the table.</p> <p><i>The combined retail and food/beverage floorspace requirements for the District to 2036 is 12,200sqm and a detailed breakdown is provided below. These requirements could be met through the re-occupation of vacant units and/or new development.</i></p>	92	Ashby de la Zouch
Proposed reduction in the extent of the Kegworth 'local centre' boundary				
Object to the removal of High Street from the boundary.	<p>We have reviewed the local centre boundary having regard to the definitions in the National Planning Policy Framework i.e. those areas predominantly occupied by main town centres uses are included within the defined local centre boundary.</p> <p>The residential properties on High Street proposed for removal from the local centre boundary are located at the edge of the area where main town centre uses are located, rather than within an area</p>	No change	134	Kegworth Parish Council

APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

	predominantly occupied by main town centre uses.			
Support the extension of the town centre boundary and not a reduction. An extension would support a cosmopolitan feel to the area and a rapidly growing village, compensate for the impact of Covid, support the ongoing Public Realm Project and facilitate the provision of more retail facilities.	<p>We have reviewed the local centre boundary having regard to the definitions in the National Planning Policy Framework i.e. those areas predominantly occupied by main town centres uses are included within the defined local centre boundary.</p> <p>A defined local centre supports the application of a sequential test which seeks to focus main town centre uses within a defined location centre, protecting its role, contributing to its vitality and viability, and retaining a predominance of main town centres uses.</p>	No change	119, 128, 134, 239, 379,382	Geoff Sewell, Councillor Carol Sewell, Kegworth Parish Council, Nigel Taylor, Fern Sewell, Kirstyn Sewell
The village is growing and proposals for future retail/commercial development in the area should be looked on favourably. Current facilities and infrastructure are limited for a growing centre, close to Freeport and national road network hub and if expanded, options for community asset acquisition and development will increase.	<p>A defined local centre supports the application of a sequential test which seeks to focus main town centre uses within a defined location centre, protecting its role, contributing to its vitality and viability, and retaining a predominance of main town centres uses.</p> <p>However, if there are no suitable sites within the local centre boundary, the sequential test guides development to edge of centre sites. For retail uses these</p>	No change	134	Kegworth Parish Council

APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

	are well connected sites up to 300m from the primary shopping area and for other main town centre uses, these are sites well connected sites within 300m of a local centre boundary. Therefore, providing opportunities for new main town centre located beyond the local centre boundary.			
<p>Local boundary should be extended. A number of locations and facilities are proposed for inclusion within an extended boundary, including: -</p> <ul style="list-style-type: none"> • High Street (library, school, heritage centre, future museum, nursery and Gateway apartments) • Dragwell (shop, surgery) • London Road (Parish Council Offices) • Derby Road • Church Gate • Market Place <p>Some of these areas have a lot of footfall and should be encouraged.</p>	<p>Church Gate, Market Place and part of Derby Road are included within the defined local centre boundary.</p> <p>For the other locations identified, although they contain some uses that can be expected to be found in a local centre, these areas comprise a mix of uses, are more residential in character and not characterised by a predominance of main town centre uses.</p>	No change	128, 134, 239, 382	Councillor Carol Sewell, Kegworth Parish Council, Nigel Taylor, Kirstyn Sewell
Extend the centre to include Dragwell and High Street to preserve the old parts of the village.	These locations are not characterised by a predominance of main town centre uses. Dragwell and High Street are	No change.	119,379	Geoff Sewell, Fern Sewell

APPENDIX C – POLICY TC1 (TOWN AND LOCAL CENTRES: HIERARCHY AND MANAGEMENT OF DEVELOPMENT)

	located within the Kegworth Conservation Area. Development will be expected to protect, conserve and enhance this historic environment. This is not reliant on its inclusion within the defined local centre.			
Bus services are good although car parking is limited. There are no Council owner car parks, and the Parish Council needs support to improve and expand car parking.	Partnership working with the District Council and the County Council would be the most appropriate route to address these issues.	No change	134	Kegworth Parish Council
Parking is an issue but with parking restrictions more pleasant and attractive High Street environment could be provided.	Partnership working with the District Council and the County Council would be the most appropriate route to address these issues.	No change	239	Nigel Taylor

RESPONSES TO PROPOSED POLICIES

CHAPTER: 8	POLICY NUMBER: TC2	POLICY NAME: HOT FOOD TAKEAWAY USES
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support the policy to reduce impact on public health, for example, diabetes and obesity.	Noted	None	45	Leicester, Leicestershire and Rutland ICB
Support the policy	Noted.	None	92	Ashby de la Zouch Town Council
Happy to continue working with the district council on this policy and associated work that arises from it. Support the proximity of education buildings being considered when determining hot food takeaway planning applications.	Since the draft policy was written, the NPPF has been updated and it now requires local planning authorities to refuse planning applications for hot food takeaways that are within walking distance of schools and other places where children and young people congregate or in locations where there is evidence of the use having an adverse impact on local health, pollution or anti-social behaviour (paragraph 97).	The policy wording and supporting text updated to be consistent with national policy. See part (1) and (2) of the amended policy.	341	Leicestershire County Council - Public Health
The policy lacks any mention of roadside retail outlets which are more likely to be promoted in the current market.	The draft local plan policy will cover all hot food take away uses when planning permission is needed and identifies the issues to be	None	341	Leicestershire County Council – Landowner perspective.

APPENDIX C – POLICY TC2 (HOT FOOD TAKEAWAY USES)

	considered when determining a planning application.			
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APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 9	POLICY NUMBER: IF2	POLICY NAME: Community Facilities		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support				
Support this proposed policy as meeting places reduce social isolation and improve mental health and wellbeing, sufficient health services enable us to respond to the public need, and cultural and sports facilities to support health and wellbeing.	<p>Support welcomed.</p> <p>Although not linked to this representation, some changes are recommended to improve the interpretation of the policy:</p> <ul style="list-style-type: none"> • Explain in the supporting text the types of factors which will determine ‘reasonable access’ in Part (2)(a)(ii) of the policy should be judged. • Amend the supporting text to refer to ‘reasonable’ access rather than ‘convenient’ access. • Replace ‘no reasonable demand’ with the more straightforward ‘insufficient demand’ in Part (2)(c) and add information about how this could be demonstrated. 	<p>Amend the supporting text to explain the types of factors which will determine ‘reasonable access’ and substitute ‘reasonable’ for ‘convenient’ in paragraph 9.16</p> <p>Amend Part (2)(c) to read “For commercial community facilities only, there is no reasonable insufficient demand to use the premises for their current/most recent use as evidenced by robust marketing of the premises at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence</p>	45	Leicester, Leicestershire and Rutland Integrated Care Board (NHS)

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
		submitted, this will be at the applicant's expense." Linked changes to the supporting text will be required.		
Policy IF2(3) "Major residential/residential led development is required to make provision for..."				
Extremely concerned that the wording in para 3 has been diluted in comparison with the current policy. The new policy requires major development only to "make provision for" new community facilities, whereas the current Local Plan wording is "provide or contribute to" them. We have recently experienced at Money Hill, under a s106 agreement, the developer only setting aside some land for a community facility, the facility only being built if it is to be purchased or leased from them at commercial rates. That s106 agreement was agreed prior to the current Local Plan being adopted. It would be expected that, under the current plan, the developer would have been required to make a significant financial contribution towards building a facility. Please revert to the current wording.	Change to the policy wording to 'provide for' which would encompass land, buildings and financial contributions.	Amend part (3) to read: "Major residential/ residential-led development is required to make provision provide for new community facilities where no facilities exist or..."	92	Ashby Town Council
Object to part 3 of the draft policy. This states 'major residential/residential-led development is required to make	There is a study underway which will, amongst other things, identify the levels of provision and the	At an appropriate point in the supporting text, reiterate the requirement	150	David Wilson Homes

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
provision for new community facilities where no facilities exist or facilities are insufficient for the demand likely to be generated from new development'. This policy provides no detail in relation to what is regarded as 'insufficient'. It is considered that this policy needs to be reworded to provide sufficient detail. This is in accordance with NPPF paragraph 31 [now paragraph 32] which states: 'the preparation and review of all policies should be under pinned by relevant and up to date evidence'.	demand for playing pitches, built sports and community facilities (including community centres, village halls) and open spaces (including play areas, allotments). This will provide an evidence base to support the application of Policy IF2 and may necessitate changes to the policy. The study is due to be completed before the Reg 19 plan is finalised. This study, and the types of facility it deals with, will help users of the plan apply Part (3) of the policy.	that any development contributions for community development must relate to the nature and scale of the development proposed (Community Infrastructure Regulations 2010 and NPPF paragraph 58).		
A need for Community Facilities should be properly defined			180	Ashby Wolds Town Council
Recognise there is a need for major residential development to make provision for new community facilities or to improve existing facilities where these are directly related to the development and fairly and reasonably related in scale and kind to the development.	Noted. The tests for planning obligations cited in this representation are listed in NPPF paragraph 58 and are referenced in the plan's supporting text for Policy IF1 – Development and Infrastructure. For completeness, and to support Part (3) of Policy IF2, they could also be briefly mentioned in the supporting text for Policy IF2 including that any requirement for developer contributions towards community infrastructure must be related to	At an appropriate point in the supporting text, add a reference to the tests for planning obligations (NPPF paragraph 58) which affirm that any development contributions for community facilities must relate to the nature and scale of the development proposed.	245 256	Bloor; Cameron Homes

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	the nature and scale of the development proposed.			
Supporting text				
Do not agree that there should be no definitive list for ‘community facilities’, there should be a list of what is a Community Facility to prevent grey areas and potential conflict.	Types of community facilities are listed in a number of places in the NPPF for example “community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship” (paragraph 98). However it is noted that even the NPPF is not definitive on what may constitute a community facility. The plan’s supporting text provides a description of community facilities as “buildings or spaces which provide a valuable service that local people rely upon, including for their everyday needs”. This, coupled with the examples which follow it and the NPPF, are considered to give sufficient guidance for the determination of planning applications.	No change	175	Oakthorpe, Donisthorpe & Acresford Parish Council
We welcome the plan’s support for valued facilities, including protection from loss. However, we recommend some minor changes to make the policy more effective:	Agree that ‘theatre’ can be added to the list of examples in paragraph 9.14. A marketing period of 6 months is considered to strike an appropriate	Add ‘theatre’ to the list of examples of cultural and sports facilities in paragraph 9.14.	538	Theatres Trust

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<ul style="list-style-type: none"> paragraph 9.14 should make clear that cultural facilities also includes theatres and other such performance venues. the marketing period for 'commercial' community uses should be increased to at least twelve months, but ideally eighteen or longer, giving the community time to fundraise and submit grant applications. It will also better demonstrate a facility is genuinely no longer required and protect from unnecessary loss in line with paragraph 97 of the NPPF (2023) 	balance between evidencing that a facility is no longer operational and allowing appropriate development to go ahead. Communities can ask for a facility to be identified as an Asset of Community Value. If granted, the local community would have a six-month option to acquire the premises if they are put up for sale.			
Other matters				
A lack of community facilities will increase the need to travel. It is a matter for the District Council to consider whether it should seek contributions via Section 106 Agreements for individual sites or adopt a District Wide Community Infrastructure Levy (CIL) charge to spread funding across all relevant developments.	Noted. The Council has not made any decision to progress a Community Infrastructure Levy (CIL).	No change	220	CRPE
The lack of growth afforded to the Sustainable Villages will result in a decline in the vitality and viability of village services and facilities and a lack of new investment in physical, social and green infrastructure. This will result	This is primarily a comment about the overall spatial strategy of the plan (Policy S1). Representations to Policy S1 were considered at Local Plan Committee on 14 August 2024	No change	245 256	Bloor; Cameron Homes

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
in a decline in the sustainability of villages such as Heather/Appleby Magna.				
In addition to the provisions outlined in the policy, prior consideration needs to be given to permitting additional sustainable development within a settlement in order to support the continued economically viable use of existing community facilities.	Noted. The draft plan allows for additional development within the most sustainable settlements (see Policy S2).	No change	341	LCC (Property)
Facilities in specific villages				
The current surgery in the village [Ibstock] is already overwhelmed and cannot provide a good service to the current population, this will be drastically increased with a new development. Will they provide a surgery to ease the pressure?	Noted. This representation is primarily an objection to the proposed housing allocation Ib18 – Land off Leicester Road, Ibstock rather than a comment on Policy IF2. The objections to site Ib18 were considered and addressed at the Local Plan Committee meeting on 11 March 2025 .	No change	414	Emily Massey
Facilities in the village [Kegworth] have been taken over by volunteers to avoid them disappearing altogether. Pubs and independent shops have disappeared, businesses being replaced by accommodation usually. The removal of public toilets has impacted many residents - particularly the elderly. This has increased the risk of isolation in the village.	Noted. Policy IF2 will help to prevent the unjustified loss of community facilities by setting clear criteria against which planning applications will be determined. In addition, the new housing proposed in the plan will a) increase the potential customer base for existing facilities; and b) provide for new and enhanced	No change.	565	Mark Payne

APPENDIX D – POLICY IF2 (COMMUNITY FACILITIES)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	community facilities in line with Part (3) of the policy.			

APPENDIX D – POLICY IF6 (LEICESTER TO BURTON LINE)

RESPONSES TO PROPOSED POLICIES

CHAPTER:	POLICY NUMBER: IF6	POLICY NAME: LEICESTER TO BURTON RAIL LINE		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support	Noted	No change	92	Ashby de la Zouch Town Council
ODAPC approve of the policy but would like to see a station at Moira included. This would encourage additional visitors to The Heart of the Forest tourist attractions such as Conkers & Moira Furnace and would also enable people to commute by train to the area to stay at campsites and the youth hostel and to commute to Leicester/Derby for work.	it would be premature in the absence of a definitive and costed proposal to seek to protect certain specific sites for stations, not least because there is a risk that the Council could be served with a Purchase Notice in the event that an alternative proposal at a potential station site was refused planning permission.	No change	175	Oakthorpe, Donisthorpe & Acresford Parish Council
A popular reinstatement, which has the full support of Ashby Woulds Town Council, but the failure to propose a station within Moira is seen as a glaring omission within the Heart of the National Forest which would be a missed opportunity not to promote this wonderfully rejuvenated area and facilitate community transport within it. AWTC wants to see a station within the parish and urges NWLDC to build this into the plan.	it would be premature in the absence of a definitive and costed proposal to seek to protect certain specific sites for stations, not least because there is a risk that the Council could be served with a Purchase Notice in the event that an alternative proposal at a potential station site was refused planning permission.	No change	180	Ashby Wolds Town Council
We note and support the content of the policy and welcome the opportunity to		No change	244	Network Rail

APPENDIX D – POLICY IF6 (LEICESTER TO BURTON LINE)

<p>work with the council towards reintroducing passenger services on this line.</p> <p>It should be noted that reintroducing passenger services and increasing rail traffic on this line will have an impact on level crossings and funding will need to be sought for either safety improvements to these crossings or ideally the closure of said level crossings where possible, and the policy should be supportive of these safety measures that will be vital in the delivery of passenger services. We would ask that wording to reflect this is included in the policy so that it is captured in the local plan.</p>	<p>In the event of there being a demonstrable impact upon a level crossing as a result of proposed development, then this would be a material consideration. Policy IF1 (Development and Infrastructure) 2(c) refers to “public transport and associated facilities” which would include level crossings.</p>			
<p>No passenger rail services in NWL. Policy IF6 – Leicester – Burton rail line passing through Swannington. Possible Stations at Ashby and Coalville</p>	<p>Noted</p>	<p>No change</p>	<p>289</p>	<p>Swannington Parish Council</p>
<p>Whilst the reopening of the Ivanhoe rail line to passenger traffic, either in part or in full, is subject to ongoing business case development and Ministerial funding approvals, nevertheless it is suggested that the Plan could perhaps go further on this matter than is currently being proposed. In particular, should the Plan be seeking to secure developer contributions, if not to works on the line/reinstatement of services themselves, but then at least to the provision of supporting infrastructure,</p>	<p>it would be premature in the absence of a definitive and costed proposal to seek to protect certain specific sites for stations, not least because there is a risk that the Council could be served with a Purchase Notice in the event that an alternative proposal at a potential station site was refused planning permission.</p> <p>Policy IF1 (Development and Infrastructure) addresses the type</p>	<p>No change</p>	<p>341</p>	<p>Leicestershire County Council</p>

APPENDIX D – POLICY IF6 (LEICESTER TO BURTON LINE)

e.g. at stations? If so, this could be something written into proposed Policy IF6, or alternatively perhaps picked up as part of a wider range of transport measures through an area Strategy approach (i.e. through a joint or separate transport Strategies for Coalville and Ashby).	of infrastructure which new development may need to contribute to, this includes “public transport and associated facilities” which would include rail service and potential station sites.			
<p>This policy needs to be strengthened, in particular with regard to safeguarding all possible sites for stations including Coalville, Ashby, Moira, Swannington and Beveridge Lane (for Bardon employment area and Ellistown).</p> <p>Paragraph 9.40 of the proposed policies mentions the railway line that passes close to Castle Donington. Following the cancellation of HS2 Eastern Leg, it is important to find some other way to provide fast rail services between Birmingham and Nottingham, and this line is the obvious route for such a service. However, if it is reopened to passenger services, this would also give an opportunity to open a station at Castle Donington, which would be justified by the major housing and</p>	<p>It would be premature in the absence of a definitive and costed proposal to seek to protect certain specific sites for stations, not least because there is a risk that the Council could be served with a Purchase Notice in the event that an alternative proposal at a potential station site was refused planning permission.</p> <p>There are no current proposals to reopen the rail line to the north of Castle Donington to passenger traffic. However, it would be useful for the Local Plan to indicate support for such a proposal. Therefore, it is proposed to amend policy IF6 accordingly</p>	<p>Amend policy IF 6 to state:</p> <p>Policy IF6 – Leicester to Burton Rail Line <u>Reopening of passenger rail services</u></p> <p>(1) The Council will support the provision of passenger rail services on the Leicester to Burton rail line <u>and that between the Midland Mainline and the Cross County line.</u></p> <p>(2) New development will not be permitted which would prejudice the reopening route of the Leicester to Burton rail line <u>or that between the Midland Mainline and the Cross County line.</u></p> <p>(3) The provision of stations, together with</p>	510	Anthony Kay (Rail Future.org)

APPENDIX D – POLICY IF6 (LEICESTER TO BURTON LINE)

employment developments that have been built there in recent years and which are envisaged in this Draft Local Plan. There is therefore a need for a further Infrastructure policy to safeguard land for a station at Castle Donington.		ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville, and Ashby de la Zouch <u>and</u> <u>Castle Donington</u> , will be supported		
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RESPONSES TO PROPOSED POLICIES

CHAPTER: 9		POLICY NUMBER: IF7		POLICY NAME: ASHBY CANAL	
MAIN ISSUES RAISED		COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Draft Policy IF7 continues the support and route protection for the restoration of the Ashby Canal provided by Policy IF6 in the adopted Local Plan. The continued support within the draft Plan for the restoration of the Ashby Canal is welcomed.		Noted.	No change.	33, 92, 132, 175, 357	Inland Waterways Association (Lichfield Branch), Ashby Town Council, Canal and River Trust, Oakthorpe, Donisthorpe and Acresford Parish Council, Historic England
Support within the Local Plan for future restoration is important element in ensuring that new development does not risk making restoration more difficult or even preventing it altogether. The draft policy also recognises that suitable canal side facilities will also be needed to support and encourage people to use of it as a recreational resource. This approach is supported.		Noted.	No change.	132	Canal and River Trust
Pleased that paragraph 1 supports the restoration of the Ashby Canal and that paragraph 3 supports (in principle) an alternative route. No decision has been made on the feasibility of the historic		Noted. Leicestershire County Council (LCC) own the proposed housing site D8.	No change.	190, 531	Ashby Canal Trust, Ashby Canal Association

<p>route, as such it is important that any potential alternative route is protected where practicable. The most practical alternative route is along the old Midland Railway, now the Ashby Woulds Heritage Trail, owned by Leicestershire County Council and it is important that this route is protected. The old railway route crosses proposed housing site D8. Our aim is to make sure that all routes remain open at this stage. We therefore object to the current proposal for site D8 but feel there is room for a mutually beneficial solution.</p>	<p>LCC have advised that it is still their intention to sell the land, in its entirety, for development for housing. LCC have advised that they have informed the Ashby Canal Association of their position.</p>			
<p>The total restoration of the Ashby Canal is supported; it would boost tourism in The Heart of the Forest and would provide additional walking/cycling routes to improve residents physical and mental wellbeing. As the restoration of the canal continues to struggle for funding all successful development applications in wards along the restoration route should contribute financially (via S106 monies) to the restoration of the Ashby Canal. They should also provide for the local parishes improving facilities for the local community.</p>	<p>Section 106 contributions are secured to address specific issues arising from a development, such as road improvements, new schools, green spaces, or affordable housing. As such the restoration of the Ashby Canal is not something that would be necessarily funded by Section 106 contributions.</p>	<p>No change.</p>	<p>175, 180</p>	<p>Oakthorpe, Donisthorpe and Acresford Parish Council, Ashby Woulds Town Council</p>
<p>The protected route of the Ashby Canal is shown on the Draft Policies Map and on Inset Maps 17 and 18. The historic route shown around Oakthorpe is not</p>	<p>Noted. Having reviewed the historic OS map provided as part of the representation it is acknowledged that the protected</p>	<p>The protected route of the Ashby Canal around Oakthorpe will be amended on the</p>	<p>33</p>	<p>Inland Waterways Association</p>

<p>accurate as shown. Historic OS maps show that the canal route passed through part of what is now the garden of Springfield Farm, crossed over Chapel Street further north than shown, and ran through the publicly accessible open space land immediately south of the gardens of the buildings along Stretton View, and crossed Coronation Lane further north than shown on the Inset Map. The continuation of the route through the open fields around Oakthorpe to Canal Street is also partly displaced on Inset Map 17 from the correct historic route. For the protection of the canal route provided by Draft Policy IF7 to be fully effective, the route shown should be corrected.</p>	<p>route of the Ashby Canal needs amending.</p>	<p>Policies Map to reflect the route shown on historic OS mapping. The full route will be checked against the historic OS map and amended if needed.</p>		<p>(Lichfield Branch)</p>
<p>The Ashby Canal is a valuable historic feature, although it is not designated as a conservation area, the existing canal should be acknowledged as a valuable non-designated heritage asset.</p>	<p>The Ashby Canal is a Conservation Area (a designated heritage asset) as far as Snarestone Wharf. The route of the Ashby Canal is afforded protection through Policy IF7 of the Local Plan.</p>	<p>No change.</p>	<p>132</p>	<p>Canal and River Trust</p>
<p>GENERAL COMMENTS</p>				
<p>No comments</p>	<p>Noted.</p>	<p>No change.</p>	<p>341</p>	<p>Leicestershire County Council</p>

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 9	POLICY NUMBER: IF8	POLICY NAME: Parking and new development		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support				
Support	Support welcomed	No change	92	Ashby Town council
Car parking standards				
Approving developments with insufficient parking spaces cannot be justified. A four-bedroom house is likely to have four cars not 2, and development applications need to accommodate this increased provision, such that there is no need to park on roads.	The Leicestershire Highway Design Guide (LHDG) has recently been revised and it now prescribes minimum residential parking standards (see Table 28). The off-street residential standards in the revised LHDB and the requirements in NWL's Good Design Supplementary Planning Document (paragraph 11.9) largely align; for example the minimum requirement for a 4-bed home in both documents is 3 spaces. One difference is for single occupancy dwellings where single occupancy can be enforced (for example because the homes managed by a Registered Social Landlord). In these circumstances the NWL Good Design document allows for a single space per property.	Update the supporting text to refer to the latest version of the LHDG. In due course, update the supporting text to refer to the NWL Good Design Guide when completed.	175	Oakthorpe, Donisthorpe & Acresford Parish Council

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	An update of the NWL Good Design Guide is in preparation. The draft version of the Guide cross refers to the LHDB parking standards.			
The supporting text identifies that a review of The Leicestershire Highways Design Guide (2022) and Good Design SPD is currently being undertaken. As such, Bloor Homes Midlands and Taylor Wimpey Strategic Land reserve the right to provide further comments on the relevant evidence base and supporting documents.	Noted.	No change.	214	Bloor Homes Midlands and Taylor Wimpey Strategic Land
Leicestershire Highways Design Guide Table DG11 provides maximum parking standards, which the NPPF discourages (paragraph 112) unless there is a clear and compelling justification that they are necessary for managing local road network. There is no such clear justification and therefore the district must ensure that there is clear justification when referring to this guidance or when providing its own parking standards. The Council need to provide flexibility in exceptional circumstances to ensure it is not overly restrictive to potential occupiers, for example, if the business operational hours are 24/7, there are shift workers and the bus service does not run outside	The Leicestershire Highway Design Guide (LHDG) has recently been revised and Part 3 now prescribes minimum residential and non-residential parking standards (see Tables 28 and 29a) as sought in this representation.	No change	185 186	Clowes Wilson Bowden

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
of normal working hours; then sufficient parking is required to accommodate the total amount of employees.				
Lorry parking				
Re Policy IF8(4), it is noted that further work is emerging to ascertain the specific needs and requirements of HGV parking within the district and the wider Leicestershire area. Given the scale of such developments, which may accommodate HGV facilities, consideration should be given in tandem with the assessment of any Strategic Employment sites going forward and their suitability in terms of their location to the Strategic Road Network and existing employment sites.	<p>The first comment is understood to be suggesting that lorry parking and driver facilities could be incorporated into strategic scale employment site allocations and/or be considered at rejected employment sites.</p> <p>Having undertaken a specific call for lorry parking sites, officers are considering how best to deal with this issue in the Local Plan and will report to a future meeting of the Local Plan Committee on this matter.</p> <p>Subject to that, it is recommended that Part 4 of Policy IF8, which sets out the considerations that will apply to applications for lorry parking proposals, be retained in the plan.</p>	The matter of lorry parking provision will be reported to a future meeting of Local Plan Committee.	186	Wilson Bowden
The comment reads “Policy IF8 Sites for lorry parking including overnight provision”.			289	Swannington Parish Council
Cycle parking				
With regards to point (3), there may be circumstances where developers can be conditioned to provide an offsite cycle parking schemes rather than seeking a	<p>This change can be made.</p> <p>Although not directly related to this representation, a wording change</p>	Amend Part (3) as follows:	341	LCC

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
financial contribution. Suggest this part of the policy is modified accordingly.	is recommended to part 2(b) of the policy to refer to 'reasonable' access in place of 'realistic'. This is to achieve consistency with similar requirements in other policies in the Plan. Also add information to the supporting text about the factors which will determine 'reasonable access'	Where it is demonstrated that the specified level of cycle parking cannot be provided on site, one of the following will be sought as appropriate: a) provision off site or b) a financial contribution will be sought towards the provision of public cycle parking facilities as appropriate. Replace the word 'realistic' with 'reasonable' in Part (2)(b) of the policy. Add information about 'reasonable access' to the supporting text.		
EV charging				
Should provide electric charging points for cars.	The NPPF (paragraph 112) states that parking standard policies should take into account adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. Guidance on this matter is provided in Part 3 of the LHDG to which Policy IF8 refers. Further elaboration is not considered necessary.	No change	175 180	ODAPC Ashby Wolds Town Council
Suggest modifying point (1) along the following lines (new text <u>underlined</u>): »development which will generate vehicle trips must provide appropriate levels of vehicle and cycle parking (and associated facilities - e.g. electric vehicle charging points) having regard		No change	341	LCC

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
to.the.latest.guidance.published.by. Leicestershire.County.Council.and.by. the.District.Council?as.well.as.the. relevant.sections.of.the.building. regulations.;	With respect to the provision of the actual EV charging infrastructure, requirements are dealt with in Part S of the Building Regulations and are therefore not repeated in the draft Local Plan.			
Other matters				
Paragraph 9.56 references the ban on sale of new petrol on diesel cars being introduced in 2030, however the Government has now deferred this until 2035.	Agreed.	Update the supporting text as suggested.	341	LCC
Most streets in new developments are dominated by cars. Most new housing developments do not give the appearance of a safe environment to walk or cycle. A move to minimise the need to own so many cars and use them for short journeys is extremely desirable. Where appropriate, thought could be given to the provision of fewer parking spaces than specified in LCC Guidance. This is in line with a desire to see less car use and achieve a better use of land. Where a new development has access to a wide range of facilities, has a genuine and attractive choice of travel, and can secure that in perpetuity, then developers might be encouraged to propose developments where there are conditions restricting car ownership.	<p>NPPF paragraph 113 indicates that maximum parking standards should only be set where there are compelling reasons to do so. There may be cases where, exceptionally, a lower level of parking provision is appropriate but this would need to be judged at planning application stage based on the specific circumstances of the site and proposal. As written, Part (1) of the policy would allow this to happen.</p> <p>With respect to sustainable modes of transport, Policy IF5(3) sets out how these should be maximised where possible and appropriate.</p>	No change.	220	CPRE

APPENDIX D – POLICY IF8 (PARKING AND NEW DEVELOPMENT)

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
The current parking issues in the new estates in the village [lbstock] is awful and makes access for the emergency services near impossible. Will the development [site lb18] consider the need to provide parking for a minimum of two cars per a household and with areas with extra parking for extra cars and visitors? This will allow emergency access and to ensure safety of pedestrians when crossing or using pavements due to cars parking in them.	The Leicestershire Highway Design Guide (LHDG) has recently been revised and Part 3 now prescribes minimum residential and non-residential parking standards (see Tables 28 and 29a) with additional parking for visitors as sought in this representation.	No change.	414	Emily Massey

APPENDIX E – POLICY EN2 (RIVER MEASE SPECIAL AREA OF CONSERVATION)

RESPONSES TO PROPOSED POLICIES

CHAPTER:	POLICY NUMBER: En2	POLICY NAME: RIVER MEASE SPECIAL AREA OF CONSERVATION		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Support	Noted	No change	92	Ashby de la Zouch Town Council
<p>No objection to this policy and understand the statutory instruments which underpin the necessity for this approach.</p> <p>However, it is apparent that additional weight should be afforded to schemes which can be delivered prior to any work creating capacity, or without use of any capacity that is available, such as that of our client which can deliver an on-site solution</p> <p>Offsite works cannot be controlled or guaranteed, and could lead to delivery problems if there are delays in creation of additional headroom.</p>	<p>Noted</p> <p>Addressing issues related to the River Mease is likely to be just one consideration amongst many when assessing proposed developments. As such a balanced view would always be required.</p>	No change	130	Fisher German o/b/o Richborough
We have no objection to this policy and understand the statutory instruments which underpin the necessity for this approach.	Noted	No change	172	Fisher German o/b/o Cora

APPENDIX E – POLICY EN2 (RIVER MEASE SPECIAL AREA OF CONSERVATION)

<p>However, given the limitations applicable through the application of this policy, site specific requirements and the wider legislative background, it is apparent that additional weight should be afforded to schemes which can be delivered prior to any work in creating capacity within the catchment. Offsite works cannot be controlled or guaranteed and could lead to delivery problems if there are delays in creation of additional headroom. In this context, our client's proposals outside of the catchment should be afforded greater weigh in the site selection process as clearly delivery is less risky and not contingent on 3rd party actions.</p>	<p>Addressing issues related to the River Mease is likely to be just one consideration amongst many when assessing proposed developments. As such a balanced view would always be required.</p>			
<p>The parish council remains very concerned about the condition of the River Mease and is supportive of the aspect of the proposed policy that seek to prevent new development, individually or cumulatively, further adversely impacting water quality. However, like the Environment Agency and Natural England, the parish council does not support the use of cesspits/soakaways under any circumstances as allowed for under clause 3c.</p> <p>If there is no treatment plant capacity and no Developer Contribution Scheme</p>	<p>The use of non-mains drain solutions is not the Council's preferred means to address the disposal of foul water. However, it may very occasionally be necessary. It is important, therefore, that the policy acknowledges this and how it will be applied. It is expected that in those areas where pumping out occurs any non-mains drains solution will only be temporary.</p>	<p>No change</p>	<p>175</p>	<p>Oakthorpe, Donisthorpe and Acresford Parish Council</p>

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capacity then the parish council believe planning application approvals MUST have a condition written in preventing in any circumstances their construction, until such time as Severn Trent have resolved the treatment capacity issue by pumping-up or another means.				
The town council supports all attempts to limit development within the area bordering onto the River Mease but opposes the use of cesspits and/or soakaways as a viable alternative in the interim or indeed ever, a view also shared by Natural England and the Environment Agency. The priority should be for Severn Trent to upgrade its treatment facilities or move pollutants away from the area. Either planning applications should be halted or proposed dwellings remain empty until treatment capacity is restored to viability. Anything less is completely unacceptable.	The use of non-mains drain solutions is not the Council's preferred means to address the disposal of foul water. However, it may very occasionally be necessary. It is important, therefore, that the policy acknowledges this and how it will be applied. It is expected that in those areas where pumping out occurs any non-mains drains solution will only be temporary.	No change	180	Ashby Woulds Town council
Support the proposed approach which mirrors the approach taken as part of the previous local plan.	Noted	No change	184	Pegasus Planning o/b/o Hall Land Management
Support the proposed approach which mirrors the approach taken as part of the previous local plan.	Noted	No change	193	Pegasus Planning o/b/o Hall Land Management
Given provision towards the River Mease catchment is already identified within	Notwithstanding any specific requirements set out in the site	No change	214	Stantec UK Ltd o/b/o Bloors

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<p>the Site allocation requirements for Money Hill, it is considered that the proposals will not have an adverse impact on the River Mease SAC.</p> <p>Further discussion will be required with Severn Trent Water (STW) in respect of headroom capacity. If no capacity exists, what work at the relevant sewage treatment works will need to be undertaken to be able to accept the foul flows generated by the proposals at Money Hill.</p>	<p>allocation policy, it will still be necessary to demonstrate compliance with the requirements of this policy.</p>			<p>Homes Midlands and Taylor Wimpey Strategic Land</p>
<p>It is unclear why the word ‘exceptionally’ is used at 3(c) to describe the use of non-mains drains. In our view, if a drainage solution has been agreed with the Environment Agency and meets the criteria of the policy, it should be deemed acceptable. Thus, we propose that the policy wording is amended to remove the word ‘exceptionally’.</p>	<p>It is agreed that the use of the word “exceptionally” is unhelpful and so should be removed from the policy.</p>	<p>That part 3 of the policy be amended to state:</p> <p>“Subject to compliance with any advice issued by Natural England or the Environment Agency, the policies of this Local Plan and any other relevant material considerations, the use of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve</p>	<p>215</p>	<p>Carter Jonas o/b/o Secretary of State for Transport (HS2)</p>

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		the proposed development) and on a permanent basis where there is not a mains sewer system”.		
<p>The local plan must include a ‘safeguarding’ policy requiring all development to demonstrate that it will not cause an adverse effect on the SAC in order for development to be progressed. Nutrient Neutrality is a methodology to avoid nutrient impacts upon habitat sites. The policy wording should focus on avoiding an adverse effect on sites via nutrient enrichment, rather than ‘achieving nutrient neutrality’ although in many cases the two are similar.</p> <p>A plan level Habitats Regulations will be required which considers whether allocated development, and required mitigation measures, would compromise the ability to restore the site to favourable condition (i.e. undermine the conservation objectives of the site). It is suggested that this should calculate an overall nutrient budget for all allocations within the</p>	<p>It is agreed that a rewording of this policy is appropriate. It is proposed to amend the policy as set out at Appendix G of this report. The proposed changes largely take on board the suggestions of Natural England. However, it is considered that the policy should include a specific reference to nutrient neutrality in part (2) of the policy. It is not considered necessary as suggested by Natural England to include a specific reference to overnight stays as this is addressed in part (2) of the policy</p> <p>A Habitat Regulations Assessment will be undertaken for the regulation 19 plan.</p>	<p>That the policy be amended to state:</p> <p>(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.</p> <p>(2) In order to achieve this; until such time as wastewater is pumped out of the River Mease catchment, new development within the catchment will only be allowed where: (a) There is sufficient headroom capacity available at the named/identified Wastewater Treatment</p>	223	Natural England

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<p>River Mease catchment as part of the local plan process.</p> <p>Include suggested revisions to policy and text.</p>		<p>Works to which flows from the development will go; and (b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme in operation at the time:</p> <p>it can be demonstrated that it will not contribute additional phosphorous to, or otherwise cause an adverse effect upon, the River Mease SAC, either alone or in combination with other plans or projects. This may be achieved by:</p> <ul style="list-style-type: none"> • Delivering bespoke mitigation mitigations to ensure the development is 		
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APPENDIX E – POLICY EN2 (RIVER MEASE SPECIAL AREA OF CONSERVATION)

		<p>nutrient neutral in terms of phosphorous or</p> <ul style="list-style-type: none"> • Contributing to a strategic or local planning authority-led mitigation scheme. <p>(3) In circumstances where:</p> <p>(a) there is no headroom capacity available at appropriate wastewater treatment works; or</p> <p>(b) no capacity available within the Developer Contributions Scheme in operation at the time; or</p> <p>(c) exceptionally, as part of the development, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency;</p> <p>3) Subject to compliance with any advice issued by Natural England or the Environment Agency, the policies of this Local Plan and any other relevant material considerations, the use</p>		
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		<p>of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve the proposed development) and on a permanent basis where there is not a mains sewer system.</p> <p>4) Development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.</p>		
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<p>It is unclear why the word ‘exceptionally’ is used at 3(c) to describe the use of non-mains drains. In our view, if a drainage solution has been agreed with the Environment Agency and meets the criteria of the policy, it should be deemed acceptable. Thus, we propose that the policy wording is amended to remove the word ‘exceptionally’.</p>	<p>It is agreed that the use of the word “exceptionally” is unhelpful and so should be removed from the policy.</p>	<p>That part 3 of the policy be amended to state:</p> <p>“Subject to compliance with any advice issued by Natural England or the Environment Agency, the policies of this Local Plan and any other relevant material considerations, the use of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve the proposed development) and on a permanent basis where there is not a mains sewer system”.</p>	<p>225</p>	<p>Planning Prospects Limited o/b/o St Modwen Logistics</p>
<p>It is unclear why the word ‘exceptionally’ is used at 3(c) to describe the use of non-mains drains. In our view, if a drainage solution has been agreed with the Environment Agency and meets the criteria of the policy, it should be deemed acceptable. Thus, we propose</p>	<p>It is agreed that the use of the word “exceptionally” is unhelpful and so should be removed from the policy.</p>	<p>That part 3 of the policy be amended to state:</p> <p>“Subject to compliance with any advice issued by Natural England or the Environment Agency, the</p>	<p>229</p>	<p>Planning Prospects Limited o/b/o P,W,C & R Redfern</p>

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that the policy wording is amended to remove the word ‘exceptionally’.		policies of this Local Plan and any other relevant material considerations, the use of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve the proposed development) and on a permanent basis where there is not a mains sewer system”.		
We look forward to receiving further information about the further Developer Contributions Scheme in due course.	Noted.	No change	234	Turley o/b/o IM Properties
This policy places a lot of emphasis on the development industry to protect water quality, to ensure water resources, to protect the environment and to create nutrient neutrality, whereas most of the actual responsibility for these elements will be reliant on the work of the water industry. The HBF would also suggest that the Council may want to further consider the role of the water industry in the	It is acknowledged that it is not just new development which could impact upon the integrity of the River Mease SAC. Other activities, including agriculture will also impact water quality. However, the purpose of the Local Plan is to set out policies to address the impact of developments which require planning permission. Those uses which do not require planning	No change	237	Home Builders Federation

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protection of water resources and nutrient neutrality.	permission will need to be addressed through other means.			
HBBC supports the abovementioned policy and welcomes any liaison to improve the water quality of the River Mease Special Area of Conservation.	Noted	No change	238	Hinckley & Bosworth Borough Council
Cameron Homes supports draft Policy En2 that deals with nutrient neutrality issues relating to the River Mease catchment. It is noted that to address the issue of water quality Severn Trent Water is proposing from 2027 to pump foul sewage to STW outside of the River Mease catchment. This will allow for the current restrictions on the delivery of new homes to be lifted within the catchment.	Noted	No change	256	Evolve Planning o/b/o Cameron Homes
No comments	Noted	No change	341	Leicestershire County Council
We welcome and strongly support the inclusion of this Policy	Noted	No change	404	The Environment Agency

RESPONSES TO PROPOSED POLICIES

CHAPTER: 10		POLICY NUMBER: En3	POLICY NAME: THE NATIONAL FOREST		
MAIN ISSUES RAISED		COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Hoped the policy would be more supportive of tourism accommodation in the Forest than elsewhere in the District, particularly where the Sustainable Tourism Accommodation Guide has been taken into account.		Policy En3 does support tourism accommodation in the National Forest which accords with the National Forest Company's Sustainable Tourism Accommodation Guide.	No change.	146	National Forest Company
Support the aims behind the policy and have no overriding issues with the policy and requirements. Would recommend a change to the policy wording to make it clearer that residential development is accepted in the National Forest. The policy currently appears to not directly support residential development within the National Forest. This is especially critical as some of the key locations for housing delivery fall within the National Forest. Similar terminology could be used to that within Draft Policy En4 which identifies there are some developments which would be given priority but does not rule out other development as long as it meets the policies criteria.		The policy supports 'development' and the supporting text sets out the requirements for woodland planting and landscaping as part of new developments, including residential developments. The site allocation policies for sites that fall within the National Forest include provision for tree planting and landscaping in accordance with draft Policy En3. Whilst residential development is not clearly stated in the policy it is inferred that residential development will be supported in the National Forest, providing it accords with the policies in the Local Plan.	No change.	147	Gladman Developments
The removal of "in exceptional circumstances" from Clause 3, is completely unacceptable. There needs		NWLDC have worked with the National Forest Company (NFC) on the drafting of the National	No change.	175	Oakthorpe, Donisthorpe & Acresford Parish

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

to be early additional consultation with this council and the other wards directly impacted by the National Forest Company vision for The Heart of the Forest. Cannot support the watered-down clause 3 as it leaves the door open for trees that should be planted in or close to our ward being planted miles away, this will not support the local area's development. ODAPC object to this – no exception, <i>trees not more houses!</i>	Forest Policy and supporting text. It was during this joint working that the removal of 'in exceptional circumstances' was agreed. Monitoring of sites undertaken by the NFC demonstrates that where the requirement is for a small area of planting and landscaping, this is often not provided or is provided but the quality and connectivity is such that it does not contribute to National Forest cover. As such, the NFC may wish to request a financial contribution in these circumstances, which is not considered 'exceptional' therefore the reference to 'exceptional' has been omitted.			Council (ODAPC)
Disappointing that the Draft Policy is not as specific about the Heart of the National Forest as the Adopted Plan. The draft Policy does not specifically refer to tree planting within that area – unlike the clear definition within sections 4 and 5 of the Adopted Local Plan Policy. The removal of clauses 4 and 5 is completely unacceptable. Early consultation should take place with those wards directly impacted by the National Forest Company vision for The Heart of the Forest, and its impact on the new Local Plan.	In terms of parts 4(a) and 4(b) of the adopted Local Plan policy these criteria have been removed given a large proportion of the district is within the National Forest it would be difficult for development not to alter the character and appearance of the National Forest or wider countryside. Draft Policy S4 (Countryside) requires development to respect the appearance and character of the landscape.	See proposed changes above in response to the National Forest Company's comment.	175, 180	Oakthorpe, Donisthorpe & Acresford Parish Council (ODAPC), Ashby Woulds Town Council

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	<p>Part 4(c) of the adopted Local Plan Policy has been retained and is part 1(e) of the draft policy.</p> <p>In regard to Part (5) of the adopted Local Plan Policy, it was not included in the draft policy as the Heart of the National Forest Vision document was being updated at the time the draft policy was being prepared. The Vision document has now been published, and the Policy should include reference to The Heart of the National Forest Vision.</p>			
SUGGESTED ADDITIONAL POLICY CRITERIA				
<p>En3 - Policy wording</p> <p>We would encourage the following criterion to be included in the Policy relating to development in the Heart of the National Forest.</p> <p>Suggested additional criterion: <u>Within the Heart of the National Forest development should support the delivery of the Heart of the National Forest Vision. The following types of development will be supported:</u> <u>A) Tourism and leisure attractions</u> <u>B) Visitor accommodation where it complies with the Sustainable Tourism Accommodation Design Guide.</u> <u>C) Proposals associated with the woodland, environmental and green</u></p>	<p>The National Forest Company was in the process of updating The Heart of the National Forest Vision Document at the time the draft Local Plan document was being prepared. As the Vision document has now been published the Policy should include reference to The Heart of the National Forest Vision. The proposed changes to the would incorporate some of the suggested wording and would apply to the whole of the National Forest area. Additional supporting text could be added to provide additional detail about the Heart of the National Forest</p>	<p>Proposed that the beginning of the policy be amended to include reference to the Heart of the National Forest Vision. The first sentence of the policy is proposed to read: The District Council will support the National Forest Company and its partners to realise the economic and environmental potential of the National Forest, including the delivery</p>	146	National Forest Company

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

<p><u>economy and education or research in those sectors.</u></p> <p><u>D) Enhancements to the footpath and cycleway network.</u></p> <p><u>E) Small scale renewable energy installations.</u></p> <p><u>F) Volunteer facilities.</u></p> <p><u>Development in the Heart of the National Forest should strengthen linkages to nearby urban areas and leisure and tourism attractions.</u></p> <p><u>Development will be exemplars of sustainable design and construction and seek to promote the use of non-motorised modes of travel. The District Council will support the National Forest Company and others in the delivery of the Heart of the National Forest Vision. Development in the Heart of the National Forest should demonstrate compliance with the Vision.</u></p>	<p>and the associated Vision document.</p>	<p>of the Heart of the National Forest Vision by.</p> <p>This change will require changes to parts (1), (2) and (3) of the policy. It is also proposed that part (1)(b) of the policy include reference to educational opportunities. Additional supporting text will be added to include additional detail about the Heart of the National Forest Vision Document.</p>		
COMMENTS ON SUPPORTING TEXT				
<p>Para. 10.46 The reference to carbon sinks is dated and may not be true. Instead, reference could be made to government policy to increase tree planting such as the Environment Act which sets out the policy to increase woodland and tree canopy cover in England to 16.5% of land area.</p>	<p>Noted and agree the suggested amendments to the supporting text.</p>	<p>Propose that the supporting text is updated as suggested.</p>	<p>146</p>	<p>National Forest Company</p>
<p>Para. 10.49: Request the second sentence referring to the thresholds in the Guide is omitted as the National Forest planting thresholds are in the</p>	<p>Noted and the supporting text will be updated. The council will await updated information on</p>	<p>Amend the supporting text to reflect the most up to date information from the National Forest</p>	<p>146</p>	<p>National Forest Company</p>

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

process of being updated. It's unlikely that the thresholds for residential and commercial/industrial development would change, but there should be further clarity the types of developments which require National Forest planting [changes to the Guide will be communicated to NWLDC].	revised guidance on National Forest planting thresholds.	Company at the time of drafting the Regulation 19 version of the Local Plan.		
<p>We would request that the section of 10.49 from 'other appropriate habitats...' is amended as detailed below to more accurately reflect what is sought from National Forest woodland planting and landscaping.</p> <p>Third sentence to start with: <u>National Forest woodland planting and landscaping</u></p> <p>Add additional text onto the end of paragraph 10.49: <u>other appropriate habitats such as wood pasture, parkland and ponds where they form part of a connected green infrastructure network. Public access should be included in areas of green infrastructure and footpath/cycleway connections to adjoining woodlands and public rights of way should be incorporated.</u></p>	Noted and agree the suggested amendments.	The supporting text will be updated to reflect the changes suggested.	146	National Forest Company
The Heart of the Forest Vision is due to be launched in April 2024, and would suggest the following text to be added to the end of paragraph 10.52:	Noted and agree the amendments suggested to the supporting text.	The supporting text will be updated to reflect the changes suggested.	146	National Forest Company

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

<u>The Vision identifies three investment priorities and six investment zones which will support more diverse and thriving wildlife; improve wellbeing; will be accessible for everyone; encourage more people to visit and stay for longer; create greener jobs, support sustainable modes of travel and renewable energy and increase participation and volunteering opportunities.</u>				
Suggested additional paragraph in supporting text: <u>Development will be expected to incorporate the required National Forest planting in addition to compliance with Biodiversity Net Gain requirements set out in Policy En1 – Nature Conservation / Biodiversity Net Gain (Strategic Policy). The strategic significance multiplier in the metric will apply to woodland habitats and tree planting within the National Forest.</u>	Noted and agree that the additional wording could be added to the supporting text.	The supporting text will be updated to reflect the changes suggested.	146	National Forest Company
GENERAL COMMENTS				
Policy En3 is supported to offer a range of leisure opportunities for communities and visitors	Noted.	No change.	45	Leicester Leicestershire and Rutland Integrated Care Board
Support	Noted.	No change.	92	Ashby de la Zouch Town Council
Appropriate green infrastructure and energy development should be supported in the National Forest and	Noted. Any proposals that require planning permission will need to be consistent with the	No change.	107	Kirsten Cunningham

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

Charnwood Forest Regional Park. A balanced approach to conservation and green infrastructures can be met that provides long term aims of protecting, enhancing the landscape and biodiversity.	proposed policy. Whether this is the case or not will depend upon the specific proposal and circumstances.			Bardon Aggregates
We support draft policy En3 and the proposals at Corkscrew Lane have been designed with the National Forest designation in mind.	Noted.	No change.	204	Tom Collins
The proposals at Money Hill will provide tree planting throughout the site and landscaping in accordance with Draft Policy En3.	Noted.	No change.	214	Scarlett Lambeth Stantec obo Bloor Homes Midlands and Taylor Wimpey Strategic Land
Welcome policy.	Noted.	No change.	223	Natural England
Bloor Homes supports draft Policy En3. Land South of Heather presents an opportunity for the creation of tree planting as part of a landscape led approach development and the delivery of new recreational facilities to support the local community.	Noted.	No change.	245	Neil Cox obo Bloor Homes
There are no concerns with this policy and appears to reflect the current state of thinking in the Heart of the Forest area.	Noted.	No change.	341	Leicestershire County Council
National Forest tourism policies should continue to apply to the Fishing Lakes site off Spring Lane, Swannington - these units should not become for residential occupation to help meet housing targets.	Swannington is within the National Forest and as such provision (1)(a) of the policy, relating to the woodland economy and tourism, would apply.	No change.	569	Phil Ellis

APPENDIX E – POLICY EN3 (THE NATIONAL FOREST)

Being in the heart of the National Forest development should be kept as an absolute minimum.	The Local Plan is required to allocate development sites for housing and employment uses in the district to meet future needs. Policy En3 requires new development within the National Forest to contribute towards the creation of the forest.	No change.	597	Sue Bull
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APPENDIX E – POLICY EN4 (CHARNWOOD REGIONAL FOREST PARK)

RESPONSES TO PROPOSED POLICIES

CHAPTER:	POLICY NUMBER: En4	POLICY NAME: CHARNWOOD FOREST REGIONAL PARK		
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Not directly relevant to Ashby	Noted	No change	92	Ashby de la Zouch Town Council
It is to be hoped that appropriate green infrastructure and energy would be a supported development in the National Forest and Charnwood Forest Regional Park. It is believed a balanced approach to conservation and green infrastructures can be met that provides long term aims list protecting, enhancing the landscape and biodiversity.	Any proposals that require planning permission will need to be consistent with the proposed policy. Whether this is the case or not will depend upon the specific proposal and circumstances.	No change	107	Aggregates Industries Ltd
Welcome policy	Noted	No change	223	Natural England
There are no concerns with this policy and appears to reflect the current state of thinking in the CFRP.	Noted	No change	341	Leicestershire County Council

RESPONSES TO PROPOSED POLICIES

CHAPTER: 10		POLICY NUMBER: En6	POLICY NAME: Land and Air Quality		
MAIN ISSUES RAISED		COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
(1) Planning applications for development on land that has the potential for land instability or contamination or is located within a Coal Authority Development High Risk Area must: (a) Be accompanied by a detailed investigation and assessment of the land quality issue in question; and (b) Where necessary, provide appropriate mitigation measures which avoid any unacceptably adverse impacts upon the site or adjacent area, including groundwater quality.					
The Coal Authority records indicate that there are recorded coal mining features present at surface and shallow depth including mine entries, coal workings and reported surface hazards in NWL. These features pose a potential risk to surface stability and public safety. We are therefore pleased to see the inclusion of Policy En6 in the draft plan which identifies that where sites are located in the Development High Risk Area planning application must be accompanied by an appropriate assessment and where necessary measure to avoid any adverse impacts.		Noted	No change	528	The Coal Authority
[Supports this part of the policy as it aligns with the provisions set out in the NPPF at paras 180e and 189a. This is of specific importance in NWLDC given the presence of high risk land in the district that has the potential for instability or a degree of risk to the surface from the legacy of coal mining operation which could have		Noted	No change	185; 186	Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments)

APPENDIX E – EN6 (LAND AND AIR QUALITY)

implications for future development. Addressing this matter early on through a development management policy will assist in providing a smoother following the submission of planning applications and their assessment.]				
The allocation at Money Hill is required to provide a Mineral Assessment for at, or near, surface coal, and provide a Coal Mining Risk Assessment. However, it is envisioned that the proposals will not have an adverse impact on land or air quality, in accordance with Draft Policy En6	Noted	No change	214	Stantec (Bloor Homes & Taylor Wimpey)
[This section should be expanded to give adequate attention to the issue of protecting/enhancing water quality. Para 10.72 references water quality and Draft Policy EN6 rightly highlights the need to avoid adverse impacts on groundwater quality; however this is not extended to include other controlled waters (rivers, watercourses, and brooks). This is important not least because of the requirement of the Water Framework Directive, for which LPA's have a statutory duty to deliver, that development does not lead to the deterioration of the status class of a waterbody.]	The EA's comments are noted and accepted. Water quality is dealt with as part of the River Mease policy but not for other parts of the district.	Amend part (1)(b) to include reference to the quality of other controlled waters and provide an update to the supporting text at Regulation 19 stage.	404	The Environment Agency

(2) Development must avoid any unacceptably adverse impact upon soils of high environmental value and ensure that soil resources are conserved and managed in a sustainable way.				
[No specific comments received on part 2 of the policy]				
(3) Planning applications for development that are likely to result in significant adverse impacts upon air quality must: (a) Be accompanied by an air quality assessment; and (b) Where necessary, provide appropriate mitigation measures				
The policy should clarify what is meant by 'significant adverse impacts on air quality'. Perhaps this should refer to major development within or within a particular distance to AQMAs?	The supporting text made clear that the Council's Air Quality SPD provides more clarity on what constitutes a significant adverse impact. The Air Quality SPD broadens the scope so that proximity to an AQMA is not the only factor for consideration.	No change	8	JJM Planning
Clause (3) of Draft Policy En (6) is inadequate in the light of the significant obligations placed on the District and described in paragraphs 10.76 onwards. Self-assessment will only be effective if continuous air quality monitoring takes place and if precise limits are laid down, to be used at the planning stage and post development.	Under the Environment Act 1995, NWLDC has a statutory duty to assess the present and future air quality of the district and identify the main sources of the pollutants affecting air quality. Taking into account these existing and anticipated air quality conditions, air quality assessments will be required; these need to be proportionate to the nature and scale of development proposed and the potential impacts.	No change	134	Kegworth Parish Council

APPENDIX E – EN6 (LAND AND AIR QUALITY)

It is noted that the proposed policy will be supported by the existing Air Quality SPD adopted in October 2023 and will align with the Council's Air Quality Delivery Plan which is seeking to progress and monitor a number of Air Quality Management Areas (AQMA's) in the district.	Noted	No change	185; 186	Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments)
We suggest that this policy should address air quality impacts on designated nature conservation sites. Commonly encountered issues are associated with emissions from increased road traffic resulting from new development, transport schemes, intensive agriculture or industrial developments.	The PPG states that it is important for plan-making to take into account sensitive habitats or designated sites of importance for biodiversity where there could be specific requirements or limitations on new development because of air quality.	This comment will be considered when officers review Policy En1 – Nature Conservation/ Biodiversity Net Gain	223	Natural England
In order to meet carbon emissions targets increasing congestion is not going to work, you are going to create a greater area of poor air quality by removing the plants currently filtering the air.	This policy requires new development to assess air quality impact and provide mitigation measures where necessary.	No change	469	Kyle Warner
General comments				
This policy would reduce the impact of unacceptable levels of air pollution which contributes to respiratory illness	Noted	No change	45	Leicester, Leicestershire & Rutland Integrated Care Board
Support in principle provided the supporting text is sufficiently robust in defining "a significant adverse effect" etc.	Noted	No change	92	Ashby de la Zouch Town Council

APPENDIX E – EN6 (LAND AND AIR QUALITY)

Policy En6 is generally supported as it aligns with the provisions of the NPPF at para 174e and paras 183-185.	Noted	No change	185; 186	Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments)
No comments	Noted	No change	341	Leicestershire County Council
10.72 addresses the fact that 'new or existing development shouldn't contribute to or be at risk of unacceptable levels of air and noise pollution.'	Noted	No change	350	Teresa Walker

RESPONSES TO PROPOSED POLICIES

CHAPTER: 10	POLICY NUMBER: En7	POLICY NAME: CONSERVATION AND ENHANCEMENT OF THE HISTORIC ENVIRONMENT
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
Query whether bullet (1) needs to be within the policy as this is a requirement of all planning applications as enshrined within National Planning Policy and Law.	Draft Policy En7 sets out how the Districts historic environment will be conserved and enhanced and Part (1) of the policy sets out that planning applications will be determined in accordance with national policy.	No change.	147	Gladman Developments Ltd
Historic England generally welcomes the approach of the draft policy. However, 'setting' is not clearly emphasised in the draft wording. The opening sentence of Criteria 2 be revised to read as follows: 'The Council has a key role to play in the protection, conservation and enhancement of the heritage assets that exist throughout the district, <u>and their setting</u> , and will do so by:'.	Noted. Additional wording will be added to the policy.	Propose that part (2) of the policy is amended to read: (2) The Council has a key role to play in the protection , conservation and enhancement of the significance of the heritage assets that exist throughout the district, and their setting , and will do so by...	357	Historic England
Suggest criteria 2(a) be revised to read as follows: 'Supporting proposals for planning permission and listed building consent where the historic environment, heritage assets <u>and their setting</u> are conserved or enhanced in line with their significance.	Noted. Additional wording will be added to the policy.	Propose that part (2)(a) of the policy be amended to read: (a) Supporting proposals for planning permission and listed building consent where the historic	357	Historic England

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		environment and the significance of heritage assets and their setting are conserved and enhanced in line with their significance.		
Criteria 2(c) could be perceived as too restrictive by requiring the retention of various elements and not aligned with NPPF provisions for managing change. It may be that the intentions of the particular criteria could be addressed through the suggested changes to Criteria 2(a).	Noted and agree that Part (2)(c) could be perceived as overly restrictive.	Propose that Part (2)(c) of the policy is deleted as 'and their setting' has been added to part (2)(a) of the policy. The features referred to in part (2)(c) are proposed to be added to the supporting text.	357	Historic England
The consultation documents makes no reference to the County's Historic Environment Record (HER). NWLDC clearly needs a distinct policy & strategy which ensures the recognition and protection of the HER for North-West Leicestershire. What will be its approach with developers if new historic / archaeological remains are found on proposed development sites? How will such sites be protected / recorded? The County HER can provide a QGIS overlay for all sites in the NWLDC area. This will immediately show which historical &/or archaeological sites may be affected by these plans. This should be done and any relevant amendments made - and made available for public consultation and information - before	Paragraph 10.83 of the supporting text to the policy refers to Leicestershire County Council and that they manage and maintain the Leicestershire and Rutland HER. The council has GIS layers from Leicestershire County Council which show areas/sites of historical and/or archaeological interest. This GIS data has been used in the site assessment process. The Historic and Natural Environment Team at Leicestershire County Council also offer an enquiry/search service and developers may also undertake initial archaeological assessments to evaluate the	No change.	179	Michael Miller

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the new Local Plan is presented to a Planning Inspector.	likelihood of there being archaeological remains on a site.			
Has NWLDC &/or its Planning and Development Officers consulted with the responsible Officer at County Hall concerning HER sites which may be affected by the new Local Plan proposals? If not, why not?	The District Council has consulted with Leicestershire County Council on the proposed housing and employment allocations.	No change.	179	Michael Miller
Has the NWLDC &/or its Planning and Development Officers consulted with the County Planning archaeologist concerning their proposals? There appears to be no evidence in the NWLDC Consultation documents that they have done so.	The District Council has consulted with Leicestershire County Council on the proposed housing and employment allocations.	No change.	179	Michael Miller
COMMENTS ON SUPPORTING TEXT				
It is considered that there should be some additions (in italics) to the supporting text should this be taken forward into the Draft Local Plan. Para. 10.81 add wording to the end of the paragraph: <i>and by local communities in their preparation of Neighbourhood Plans.</i>	Noted and agree that reference to neighbourhood plans could be added to the supporting text.	The supporting text will be amended to add reference to neighbourhood plans.	341	Leicestershire County Council
Para. 10.83 add wording to the end of the paragraph: <i>providing a comprehensive register of known designated and non-designated heritage assets, as well as holding information of historic urban and landscape character.</i>	Paragraph 10.83 refers to the Leicestershire and Rutland Historic Environment Register, and it would be appropriate to add the suggested additional detail to the supporting text.	Add additional detail, as suggested to the supporting text.	341	Leicestershire County Council
Para. 10.85 be amended to read: <i>Archaeological investigation has revealed extensive evidence of prehistoric and later settlement within</i>	Noted and agree to the suggested amendment to the supporting text.	Add additional detail, as suggested to the supporting text.	341	Leicestershire County Council

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<p><i>the district, including an Iron Age hill fort at Breedon-on-the-Hill ('The Bulwarks'), and the Bronze Age barrow cemetery, Iron Age village and Roman villa near Lockington.</i></p>				
<p>The NPPF recognises the need to ensure that planning contributes to conserving and enhancing the natural environment as well as the historic environment. This is reflected in Para.10.97 of the supporting text. If the proposed developments [in the north of the district] go ahead the local distinctiveness and local attractiveness of each village is likely to be adversely affected. As well as there being a loss of biodiversity and a negative effect on quality of life and people's mental health. Development would contradict Para10.26. If either IW1 or EMP90 are developed there will be over a thousand acres of additional industrial and domestic building (on top of what has gone before) which will completely destroy the entire character of the area.</p>	<p>In terms of the developments in the north of the District the policy for the proposed development at Isley Wodhouse (Policy IW1) is proposed to be amended to include strengthened wording in regard to heritage following comments from Historic England to the Local Plan consultation.</p> <p>In terms of EMP90 proposals for land south of the airport (and including land within the existing East Midlands Gateway site) are now to 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 District Council intends to identify key issues and matters of concern which need to be addressed as part of any proposed planning application and set out any planning considerations for development on the parts of the airport and East Midlands</p>	<p>No change.</p>	<p>350, 376</p>	<p>Teresa Walker, Jim Snee</p>

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	Gateway which are also part of the designated Freeport.			
GENERAL COMMENTS				
Support	Noted.	No change.	92	Ashby de la Zouch Town Council
The principle of Draft Policy En7 is broadly supported on the basis that the proposals at Money Hill will have no real impact on the Ashby-de-la-Zouch conservation area.	Noted.	No change.	214	Scarlett Lambeth (Stantec) obo Bloor Homes Midlands and Taylor Wimpey Strategic Land
Support the approach to the historic environment contained within draft Policy En7.	Noted.	No change.	245 + 256	Evolve Planning obo Bloor Homes, Evolve Planning obo Cameron Homes
There are considerable heritage assets in Coleorton that should be listed/recorded in relation to this Policy: The Bakehouse'; Millenium Garden and sign; Coleorton Wood; Fish Pond Bridge.	Noted. The policy or supporting text does not propose to identify all of the heritage assets within the district. The District's Local Heritage Assets are listed on the Council's website. Part (3) of the draft policy supports local communities identifying and protecting local heritage assets which are of importance to their local community through the neighbourhood plan process.	No change.	281	Coleorton Parish Council

Draft Policy H6 – Rural Exceptions Sites

- (1) The provision of affordable housing outside of the Limits to Development will be allowed as an exception where:
 - (a) the housing is demonstrated to meet an identified local need for affordable housing; and
 - (b) the development is well-related to and respects the character and scale of the settlement and its landscape setting; and
 - (c) the occupants will have reasonable access to community services and facilities, where appropriate.
- (2) Planning permission for a Rural Exception Site will be subject to a Section 106 legal agreement, to ensure that all initial and subsequent occupiers of the affordable dwellings will:
 - (a) be local people in housing need; and
 - (b) benefit from the status of the dwellings as affordable housing in perpetuity.
- (3) ~~On sites that are outside of, but well related to, a Sustainable Village or a Local Housing Needs Village, t~~The inclusion of market housing on a Rural Exception Site will be supported where:
 - (a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and
 - (b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and
 - (c) the majority of the homes provided are affordable.

Draft Policy H7 – Self-build and Custom Housebuilding

- (1) The Council will support proposals for self-build and custom housebuilding where the ~~site is~~ [proposed development](#)
 - (a) [Is](#) located within the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages [or](#);
 - (b) [Is located on land which meets the definition of previously developed land; or](#)
 - (c) [Accords with Policy S3 or Policy S5 of this Local Plan.](#)
- (2) On general market housing sites of 30 or more:
 - (a) The Council will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.
 - (b) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales) [in accordance with an agreed Marketing Strategy](#), and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market. [If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.](#)
- (3) [Outside of proposals which accord with Policy S3 or Policy S5 of this Local Plan,](#) ~~t~~The Council will only support proposals for self-build and custom house building in the countryside, where:
 - (a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up to date Self and Custom Build Register; and
 - (b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and
 - (c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and
 - (d) The site is within a reasonable walking distance to a good bus service route; and
 - (e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.

- (4) All planning permissions for a self-build and custom house building plot will be subject to a Section 106 legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).

Draft Policy H10 – Space Standards

All new housing will be required to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space. Where possible, the standard should also ~~applies~~ apply to housing created through conversions, subdivision or changes of use.

Draft Policy H11– Accessible, Adaptable and Wheelchair User Housing

- 1) All new homes will be required to meet Part M4(2) of the Building Regulations (accessible and adaptable homes).
- 2) On housing developments comprising 10 or more dwellings (or on a site of more than 0.5 hectares):
 - a) At least 9% of all market homes will be required to meet Part M4(3)(2)(a) of the Building Regulations (wheelchair adaptable dwellings); and
 - b) At least 23% of all affordable homes will be required to meet Part M4(3) of the Building Regulations (wheelchair user dwellings). The expectation is that these will be built to M3(3)(2)(b) standard (wheelchair accessible dwellings), although provision of M4(3)(2)(a) (wheelchair adaptable dwellings) will be considered where justified and agreed with the Council's Strategic Housing Team prior to the granting of planning permission.
- 3) Planning applications must be supported by clear information to demonstrate how the requirements in parts (1) and (2) have been met. Exceptions to these requirements ~~in Parts 1) and 2)~~ will be considered by the Council only when the applicant has provided robust evidence that they cannot be achieved due to site-specific factors. ~~demonstrated that provision of a safe, step-free access is not viable.~~

Draft Policy Ec4 – Employment Uses on Unidentified Sites

(1) Proposals for employment development (offices; industrial; storage/distribution) within the Existing Employment Areas will be supported subject to Policy Ec5.

(2) Proposals for employment development outside the Existing Employment Areas and within the Limits to Development will be supported where these do not have an unacceptable adverse impact on:

- (i) the amenities of any nearby residential properties;
- (ii) ~~or~~ the wider environment; and
- ~~(i)~~ (iii) the local highway network.

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

- (a) It is demonstrated to the satisfaction of the Council that there is;
 - (i) an immediate requirement for the amount and type of employment land ~~of the type~~ proposed to be located in North West Leicestershire; and
 - (ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set out in NPPF paragraph ~~82b-86e~~ (or its replacement), namely:
 - it is to accommodate needs not anticipated in this Plan; or
 - it is to allow for new and flexible working practices and spaces to enable a rapid response to ~~or it is needed because of~~ changes in economic circumstances.

And,

(b) It is demonstrated to the satisfaction of the Council that the immediate requirement cannot be met on any of the following within the relevant search area;

- (i) previously developed land;
- (ii) an Existing Employment Area as identified in Policy Ec5; or
- (iii) land allocated for employment development in the Local Plan; or
- (iv) on land with planning permission for employment development.

For general employment proposals, the search area is the district and for strategic B8 proposals, the search area is the relevant Area/s of Opportunity.

And,

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

- (i) Is accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and
- (ii) For proposals which will generate significant HGV movements,
~~H~~has good access to the strategic highway network (M1, M42/A42 and A50); and
- ~~(iii)~~(iii) Through mitigation as necessary, has an acceptable impact on the capacity of that network, including any junctions; and
- ~~(iii)~~(iv) Will not be detrimental to the wider environment or the amenities of any nearby residential properties as a result of loss of privacy, excessive overshadowing or an overbearing impact, activity levels, noise, vibration, pollution or odours.

Draft Policy Ec5 – Existing Employment Areas

- (1) Subject to compatibility with nearby uses, the Existing Employment Areas, ~~to be defined~~ shown on the Policies Map, are suitable for the uses set out in Table 5.
- (2) Planning permission for non-employment development in an Existing Employment Area will only be permitted where it is demonstrated that:
 - (a) The proposed use is small-scale or ancillary to the operation of principal use; or
 - (b) There is no reasonable demand to use the premises/site for the uses in Table 5 as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; or
 - (c) The proposed use is employment-generating and compatible with the character and function of the Existing Employment Area and with nearby uses.
- (3) Outside Existing Employment Areas, conversion or redevelopment of premises which are, or were most recently, in employment use (Use Classes E(g), B2 and B8) for non-employment development will be supported where the proposed use is compatible with nearby uses and it is demonstrated that:
 - (a) There is no reasonable demand to use the premises for employment uses as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; or
 - (b) The premises are not capable of meeting the needs of modern business; or
 - (c) Continuation of current/most recent use is incompatible with the character and function of the area or with nearby uses.

Draft Policy Ec6 – Start-up Workspace

To support the delivery of small-scale industrial units suitable for start-up businesses, the Council will:

- (1) Support development which provides start-up premises subject to other relevant policies in the plan; and
- (2) [*Subject to the findings of the plan-wide viability assessment*], require an element of start-up space on sites allocated in this Local Plan for general employment ([Use Classes E\(g\), B2 and B8 but](#) excluding wholly strategic B8 allocations) and larger-scale residential-led/mixed use development; and
- (3) [*Subject to the findings of the plan-wide viability assessment*], expect that major [employment](#) development ([Use Classes E\(g\), B2 and B8 but excluding wholly strategic B8 proposals](#)) on unallocated sites outside Existing Employment Areas will include an element of start-up space unless this is demonstrably unfeasible in an individual case, including for reasons of site-specific viability.

Draft Policy Ec7 – Local Employment Opportunities

- (1) An Employment and Skills Plan is required where the whole development, or unit(s) within the development, will be occupied by a firm or firms with 50+ employees (FTE).~~An Employment and Skills Plan is required for developments which will generate 50+ jobs (FTE) when operational.~~ The Employment and Skills Plan should include arrangements for local recruitment and workforce training a) during construction; and b) when the scheme is operational.
- (2) The requirement for an Employment and Skills Plan will be secured by planning condition or through a legal agreement.

Draft Policy Ec8 – East Midlands Airport

- (1) The growth of East Midlands Airport for both passengers and cargo will be supported to enable it to fulfil its role as a regional airport subject to satisfying the policies of this Local Plan and any other material considerations, including an up-to-date Airport Masterplan.
- (2) Within the airport limit, as defined on the Policies Map, development will be limited to the following uses:
 - (a) Operational facilities and infrastructure; and
 - (b) Passenger and terminal facilities; and
 - (c) Cargo facilities; and
 - (d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and
 - (e) Landscape works; and
 - (f) Internal highways and infrastructure; and
 - (g) Improvements to public transport and airport customer car parking, including the provision of EV charging facilities
- (3) New development that gives rise to a material increase in airport capacity or capability will be required to:
 - (a) Incorporate measures to ensure that the impact of noise on local residents satisfies relevant standards; and
 - (b) Incorporate measures to ensure that local air quality satisfies relevant standards; and
 - (c) Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations, including the incorporation of climate change resilience measures; and the provision of green infrastructure measures, subject to not conflicting with the safe operation of the airport or aircraft; and
 - (d) Be accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger).

Draft Policy Ec9 – East Midlands Airport: Safeguarding

- (1) Development which would adversely affect the operational integrity or safety of East Midlands Airport or aircraft operating at the airport and in the vicinity will not be permitted.
- (2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation will be undertaken with East Midlands Airport for the following proposals:
 - (a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;
 - (b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;
 - (c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;
 - (d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;
 - (e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:
 - (i) significant landscaping or tree planting;
 - (ii) minerals extraction or quarrying;
 - (iii) waste disposal or management;
 - (iv) reservoirs or other significant water bodies;
 - (v) land restoration schemes;
 - (vi) sewage works;
 - (vii) nature reserves;
 - (viii) bird sanctuaries.
 - (f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.
 - (g) Proposals for large-scale solar photovoltaic arrays which have the potential to generate glint and glare, particularly in the immediate vicinity of the airport and of the airport approach and departure paths.

Draft Policy Ec11– Donington Park Circuit

- (1) The development of Donington Park Circuit as a national and international racing circuit will be supported.
- (2) Within the boundaries of Donington Park Circuit, as defined on the Policies Map, development will be limited to:
 - (a) Facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;
 - (b) Facilities and infrastructure for driver training and driving experiences;
 - (c) Motorsport and automotive uses which have a clear relationship with the existing uses at the circuit and is of a scale appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;
 - (d) Landscape works; and
 - (e) Internal highways and infrastructure.
- (3) ~~All development~~ Where necessary, development at Donington Park Circuit, particularly that which gives rise to a material increase in the use of the racetrack or the number of visitors, will be required to:
 - (a) Incorporate measures to mitigate ~~its~~ and reduce to a minimum any noise impact which would adversely and unacceptably affect ~~on~~ local residents and the wider area;
 - (b) Provide improvements in public transport access ~~ability, to and from the~~ Circuit where viable, and/or other appropriate sustainable transport measures that will reduce the impact of event and operational traffic on the local and strategic network;
 - (c) Retain existing mature trees and woodland and provide a landscaping scheme that mitigates its effects on the local landscape; and
 - (d) Conserve or enhance the site's racing and parkland heritage and heritage assets.

Draft Policy Ec12 – Tourist ~~m~~ Attractions and Visitor Accommodation (Strategic Policy)

Tourist Attractions and Facilities

- (1) The Council will maximise the potential for tourist attractions and facilities in the district by supporting:
 - (a) The retention of existing tourist attractions and facilities which contribute to the local economy.
 - (b) The development of new tourist attractions or the enhancement or expansion of existing tourist attractions and facilities where it accords with the principles of sustainable development and is not detrimental to the surrounding area
 - (c) The enhancement of the environment and local distinctiveness, including heritage and landscapes, which increase the attractiveness of the district to visitors.
- (2) Where the expansion of an existing tourist attraction or the development of a new tourist attraction gives rise to a material increase in visitors, applicants will be expected to provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will encourage sustainable travel.
- (3) Proposals that would result in the loss of a tourist attraction will not be permitted unless clear evidence is provided to demonstrate that the continued use is no longer viable, including:
 - (a) Evidence that there is no longer a demand for the attraction from the general public as demonstrated by visitor numbers for the last 24 months;
 - (b) Evidence there is no commercial demand for the attraction, and it has been robustly actively marketed at current market value for ~~a~~ continuous period of at least 6 consecutive months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; and
 - (c) There is no reasonable prospect of the premises being used for an alternative tourist attraction use.

Visitor Accommodation

- (4) The enhancement or expansion of existing visitor accommodation will be supported, where it accords with the principles of sustainable development and is not detrimental to the surrounding area.
- (5) Applications for new visitor accommodation will be supported where it has been robustly demonstrated that there is a need for the type of accommodation in the location proposed and where it accords with the

principles of sustainable development and is not detrimental to the surrounding area.

- (6) Any planning applications for the conversion of or redevelopment of visitor accommodation to permanent residential accommodation must demonstrate that:
 - (a) The visitor accommodation in question has been robustly ~~appropriately~~ marketed to potential visitors over a continuous period of at least 24 months; and
 - (b) The booking records over a period of at least 24 months shows there is a lack of demand for the visitor accommodation. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.
- (7) Planning conditions or Section 106 legal agreements will be applied to new visitor accommodation to ensure it is limited to holiday use and is not used as permanent residential accommodation.

Draft Policy TC1 – Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)

The combined retail and food/beverage floorspace requirements for the District to 2036 is 12,200sqm and a detailed breakdown is provided below. These requirements could be met through the re-occupation of vacant units and/or new development.

	<u>Convenience</u>	<u>Comparison</u>	<u>Food/Beverage</u>	<u>Total</u>
<u>Ashby de la Zouch</u>	<u>1300sqm</u>	<u>2000sqm</u>	<u>1100sqm</u>	<u>4400sqm</u>
<u>Coalville</u>	<u>3900sqm</u>	<u>1800sqm</u>	<u>700sqm</u>	<u>6400sqm</u>
<u>Other NW Leicestershire</u>	<u>0sqm</u>	<u>600sqm</u>	<u>800sqm</u>	<u>1400sqm</u>
<u>Total</u>	<u>5200sqm</u>	<u>4400sqm</u>	<u>2600sqm</u>	<u>12200sqm</u>

- (1) For the purposes of considering proposals for the development of retail, leisure, entertainment, arts, culture, office and other Main Town Centre Uses (as defined in the NPPF) and applying the sequential test, the following hierarchy of Town and Local Centres are identified:

- Town Centres: Coalville and Ashby de la Zouch
- Local Centres: Castle Donington, Ibstock, Kegworth and Measham

- (2) Planning permission will be granted for Main Town Centre Uses that are located within a Town or Local Centre, as identified on the Policies Map, where the proposal:

- Is appropriate ~~to~~ for the scale and function of each centre; and
- Makes a positive contribution to the diversity of uses on offer in that centre whilst not unacceptably impacting on daytime footfall; and
- Does not result in an ~~cluster~~ or over-concentration of non-shop uses taking into account the nature and proximity of uses in the immediate area; and
- ~~As far as possible, it~~ Maintains or provides an active ground floor frontage, particularly throughout the daytime unless it can be demonstrated it is not possible; and
- Does not have an adverse impact on the occupiers of neighbouring properties.

- ~~(3) Planning will be granted to deliver the following floorspace requirements to 2036.~~

	<u>Convenience</u>	<u>Comparison</u>	<u>Food/Beverage</u>	<u>Total</u>
<u>Ashby de la Zouch</u>	<u>1300</u>	<u>2000</u>	<u>1100</u>	<u>4400</u>
<u>Coalville</u>	<u>3900</u>	<u>1800</u>	<u>700</u>	<u>6400</u>
<u>Other NW Leicestershire</u>	<u>0</u>	<u>600</u>	<u>800</u>	<u>1400</u>
<u>Total</u>	<u>5200</u>	<u>4400</u>	<u>2600</u>	<u>12200</u>

~~(4)~~(3) In accordance with the National Planning Policy Framework, for retail and leisure development proposed outside of the Town and Local Centres as defined on the Policies Map, an impact assessment will be required based on the following local thresholds.

Centre where development proposed	Development Threshold
Coalville and Ashby de la Zouch	1000 sqm gross
Castle Donington, Ibstock, Kegworth and Measham	500 sqm gross

~~(5)~~(4) The regeneration of Coalville Town Centre is a key Council priority. The Council will work with landowners, developers and businesses to bring forward proposal for development to enhance the centre and its offer, including improvements to the public realm which will be sought, either in association with new development or as a standalone scheme.

Draft Policy TC2 – Hot Food Takeaway Uses

- (1) The Council will not support applications for hot food takeaways within walking distance of schools and other places where children and young people congregate, unless the site is within a designated town and local centre, subject to satisfying part (2) of this policy.:
- (2) Applications for hot food takeaways that are not within walking distance of schools or other places where children and young people congregate, or which are located within a designated town and local centre, will be supported where~~Applications for hot food takeaway uses will be supported where:~~
 - (a) It does not lead to an unacceptable concentration of hot food takeaways taking into account the location and number of existing hot food takeaway uses in the immediate area;~~There is no clustering resulting from a concentration of hot food takeaways in the area; and~~
 - (b) Where there~~There is~~would not likely to be an unacceptable impact on the health of residents ~~with consideration given to the proximity of the premises to community and education facilities, the opening hours of the premises and health indicators for the local area; and~~
 - (c) They do not have a negative impact upon the amenity and safety of residents and other businesses in the area; having regard to~~to include~~ highway safety and parking, hours of operation, control of odours and cooking smells; and
 - ~~(e)~~(d) There is not likely to be an unacceptable impact on anti-social behaviour in the area; and
 - ~~(d)~~(e) They would provide and maintain a satisfactory means of litter and waste disposal through the provision of a litter bin within the premises and commitments to display anti-litter signs around the premises. ~~to undertake litter picking and anti-litter signs around the premises. Where a litter bin cannot be provided within the curtilage of the premises, a commuted sum will be sought towards the provision of a litter bin within the locality.~~
- ~~(3) When considering applications within the defined town centre of Ashby de la Zouch and the defined local centre of Ibstock, regard will be had to the following facts at the time the application is determined:~~
 - ~~(a) Within the Market Street frontage of Ashby de la Zouch, Nos 67 to 89 and Nos 76 to 108, the Council will resist applications for new hot food takeaway uses over and above those in existence, or permitted, at the time of the adoption of this Local Plan.~~
 - ~~(b) The concentration of hot food takeaway uses within the defined local centre of Ibstock, as identified on the Policies Map, will not be permitted to increase above the existing number of those in existence, or permitted, at the time of the adoption of this Local Plan.~~

Draft Policy IF2 – Community Facilities (Strategic Policy)

- (1) Proposals for new, extended or improved community facilities will be supported. For development in areas identified as the countryside, it must be demonstrated that the proposal will address a proven local need for the facility.
- (2) Proposals that will result in the loss of premises currently or last used as a community facility will be permitted where it is clearly demonstrated that:
 - (a) Either (i) the facility is no longer needed; or (ii) the community has reasonable access to a suitable, equivalent facility elsewhere; and
 - (b) There is no reasonable prospect of the premises being used for an alternative community facility; and
 - (c) For commercial community facilities only, there is ~~no~~ ~~reasonable~~ insufficient demand to use the premises for their current/most recent use as evidenced by robust marketing of the premises at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the applicant's expense.
- (3) Major residential/residential-led development is required to ~~make provision~~ provide for new community facilities where no facilities exist or existing facilities are insufficient for the demand likely to be generated from the new development.

Draft Policy IF6 – ~~Leicester to Burton Rail Line~~ Reopening of passenger rail services

- (1) The Council will support the provision of passenger rail services on the Leicester to Burton rail line and that between the Midland Mainline and the Cross Country line.
- (2) New development will not be permitted which would prejudice the route of the Leicester to Burton rail line or that between the Midland Mainline and the Cross Country line .
- (3) The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville, ~~and~~ Ashby de la Zouch and Castle Donington, will be supported.

Draft Policy IF8 – Parking and New Development

- (1) Development which will generate vehicle trips must provide appropriate levels of vehicle and cycle parking having regard to the latest guidance published by Leicestershire County Council and by the District Council.
- (2) Where a development will provide fewer vehicle spaces than specified in the guidance, this must be justified with reference to:
 - (a) Local highway and parking conditions; and/or
 - (b) the degree to which occupants will have ~~realistic~~ reasonable access to sustainable alternatives (walking, cycling, public transport).
- (3) Where it is demonstrated that the specified level of cycle parking cannot be provided on site, one of the following will be sought as appropriate:
 - (a) provision off-site; or
 - ~~(a)~~ (b) a financial contribution ~~will be sought~~ towards the provision of public cycle parking facilities ~~as appropriate~~.
- ~~(3)~~ (4) Proposals for lorry parking facilities, including for over-night stays, will be supported where:
 - (a) The site is well-connected to the Strategic Road Network;
 - (b) A safe vehicle access is identified and secured;
 - (c) The scheme provides a standard of on-site facilities for drivers appropriate to the size and purpose of the development;
 - (d) The scheme incorporates effective landscaping to mitigate the visual impact of the development;
 - (e) The scheme will not adversely impact on the amenity of nearby residents; and
 - (f) Additionally, for proposals in the countryside (as defined on the Policies Map) an operational need for the additional lorry parking is demonstrated, taking into account any identified local shortages.

Draft Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.

(2) In order to achieve this, ~~until such time as wastewater is pumped out of the River Mease catchment, new development within the catchment will be allowed where:~~

- ~~(a) There is sufficient headroom capacity available at the named/identified Wastewater Treatment Works to which flows from the development will go; and~~
- ~~(b) The proposed development is in accordance with the provisions of the Water Quality Management Plan including, where appropriate, the provision of infrastructure or water quality improvements proposed in the Developer Contributions Scheme in operation at the time.~~

new development within the catchment will be only allowed where it can be demonstrated that it will not contribute additional phosphorous to, or otherwise cause an adverse effect upon, the River Mease SAC, either alone or in combination with other plans or projects. This may be achieved by:

- Delivering bespoke mitigation mitigations to ensure the development is nutrient neutral in terms of phosphorous or
- Contributing to a strategic or local planning authority-led mitigation scheme.

~~(3) In circumstances where:~~

- ~~(a) there is no headroom capacity available at appropriate wastewater treatment works; or~~
- ~~(b) no capacity available within the Developer Contributions Scheme in operation at the time; or~~
- ~~(c) exceptionally, as part of the development, it is proposed to use a non-mains drainage solution for the disposal of foul water with the agreement of the Environment Agency;~~

(3) Subject to compliance with any advice issued by Natural England or the Environment Agency, the policies of this Local Plan and any other relevant material considerations, the use of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve the proposed development) and on a permanent basis where there is not a mains sewer system.

- (3) Development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.

Draft Policy En3 – National Forest

(1) The District Council will support the National Forest Company and its partners to realise the economic and environmental potential of the National Forest, including the delivery of the Heart of the National Forest Vision by supporting development within
~~In the National Forest, as defined on the Policies Map, we will support development~~
 that:

- (a) Provides opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including visitor accommodation which accords with Policy Ec12 and reflects the National Forest Company's Sustainable Tourism Accommodation Design Guide.
 - (b) Contributes to the range of leisure and educational opportunities for local communities and visitors;
 - (c) Enhances the National Forest's role as a natural carbon sink;
 - (d) Increases woodland cover; and
 - (e) Ensures the character of the National Forest is enhanced through incorporating a National Forest identity;
- (1) Requiring n~~New~~ development within the National Forest to will contribute towards the creation of the forest by providing tree planting and landscaping in accordance with the most up to date National Forest Company's Guide for Developers and Planners.
- ~~(2)~~ Requiring a commuted sum towards the provision of tree planting within the National Forest ~~W~~where planting and landscaping cannot be accommodated within or close to the development site or where the only potential area of planting or landscaping is small or is isolated with limited connectivity to other habitats, ~~a commuted sum may be agreed.~~

Draft Policy En6 – Land and Air Quality**Land Quality**

- (1) Planning applications for development on land that has the potential for land instability or contamination or is located within a Coal Authority Development High Risk Area must:
 - (a) Be accompanied by a detailed investigation and assessment of the land quality issue in question; and
 - (b) Where necessary, provide appropriate mitigation measures which avoid any unacceptably adverse impacts upon the site or adjacent area, including groundwater quality [and the quality of other controlled waters](#).
- (2) Development must avoid any unacceptably adverse impact upon soils of high environmental value and ensure that soil resources are conserved and managed in a sustainable way.

Air Quality

- (3) Planning applications for development that are likely to result in significant adverse impacts upon air quality must:
 - (a) Be accompanied by an air quality assessment; and
 - (b) Where necessary, provide appropriate mitigation measures.

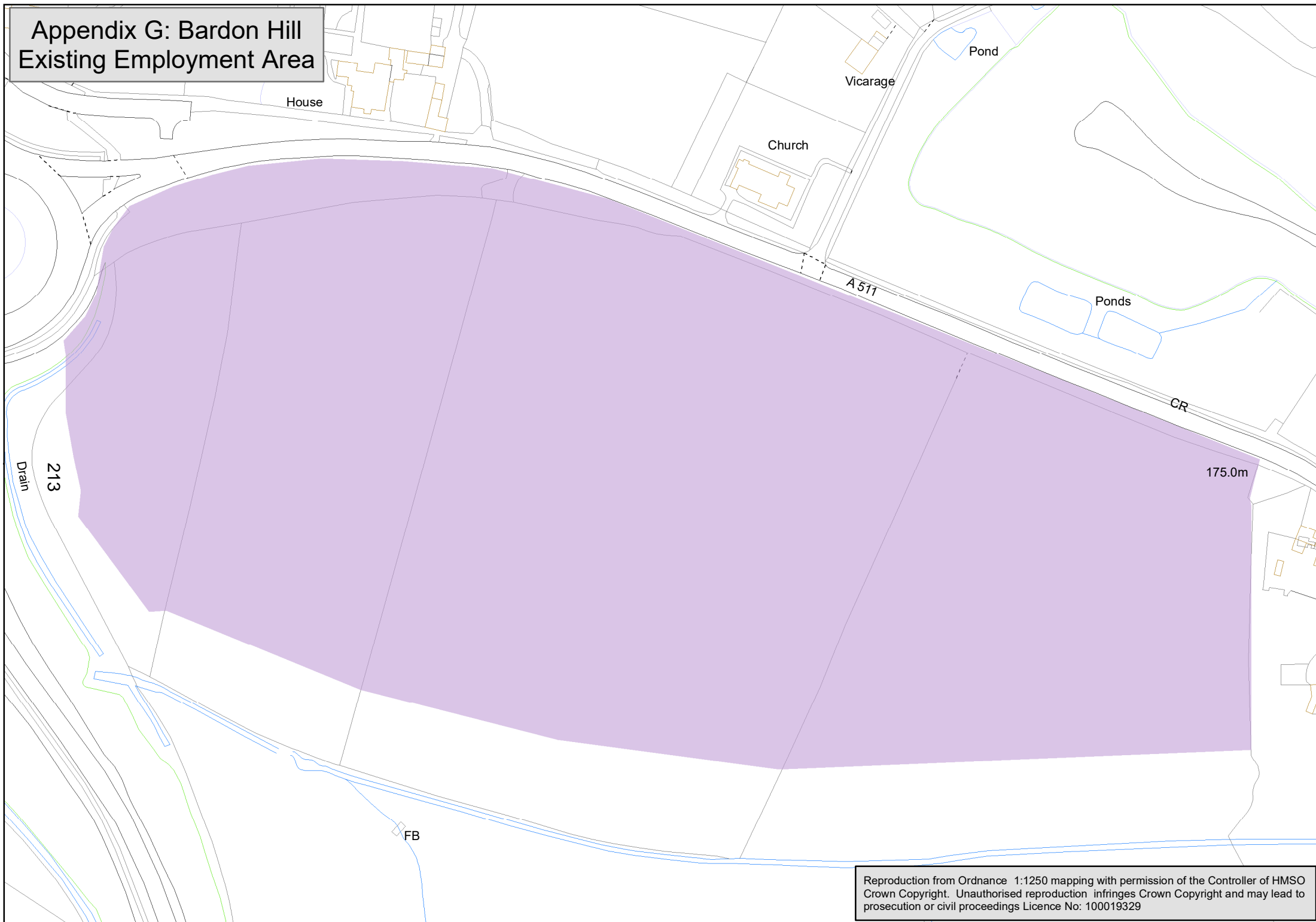
Draft Policy En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy)

- (1) Planning applications will be determined in accordance with the requirements of the National Planning Policy Framework, or its successor.
- (2) The Council has a key role to play in the ~~protection~~, conservation and enhancement of the significance of the heritage assets that exist throughout the district, and their setting, and will do so by:
 - (a) Supporting proposals for planning permission and listed building consent where the historic environment and the significance of heritage assets and their setting are conserved and enhanced ~~in line with their significance~~; and
 - (b) Securing, where relevant, appropriate conditions and/or seek to negotiate a Section 106 Obligation when planning permission is granted to ensure that all heritage assets are appropriately managed or conserved; and
 - (c) ~~Ensuring that buildings, settlement patterns, features and spaces which form part of the significance of heritage assets and their settings are retained~~; and
 - (d) Recognising the role of and encouraging the best use of heritage assets in regeneration, design, tourism and education; and
 - (e) Keeping our Local Lists of heritage assets up to date; and
 - (f) Reviewing the districts Conservation Areas (undertaking and implementing Conservation Area Appraisals and Management Plans), where appropriate designating new conservation areas; and
 - (g) Making use of Article 4 Directions and Local Development Orders where appropriate; and
 - (h) The use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts; and
 - (i) Strengthening the distinctive character of the district including:
 - (ii) Conserving and enhancing the character and appearance of the historic market towns as well as rural settlements.
 - (iii) Supporting supplementary design briefs within the Coalville Conservation Area for sites adjoining Marlborough Square and Memorial Square.
 - (iv) Recognising and protecting the district's industrial, transport and recreational heritage such as coalmining heritage.
 - (v) Protecting the rural character and landscape including historic landscape features such as ancient or mature woodland, and ridge and furrow field patterns.

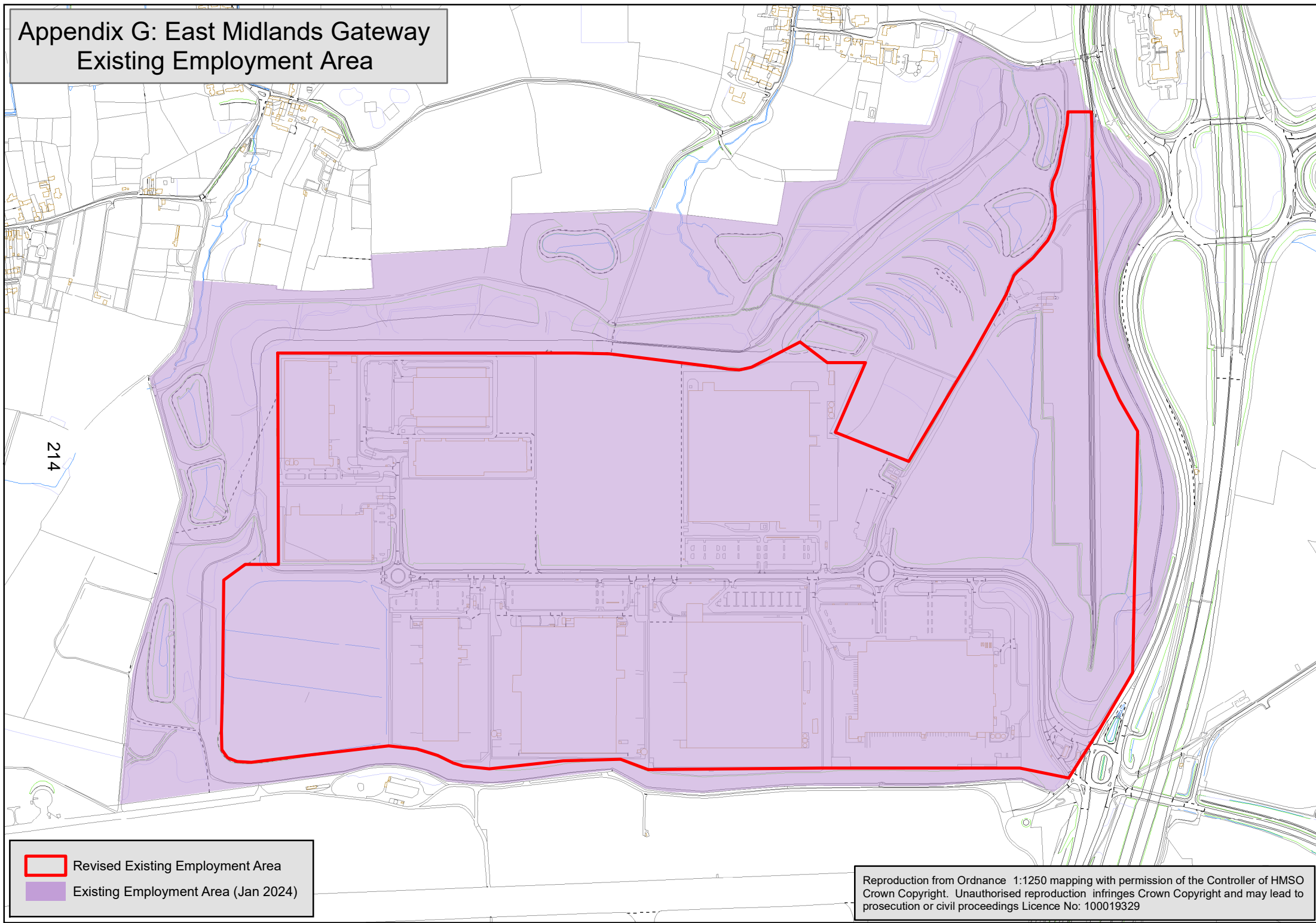
- (3) We will support neighbourhood plans in identifying and protecting local heritage assets which are of importance to their local community.



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Appendix G: Bardon Hill Existing Employment Area



Appendix G: East Midlands Gateway Existing Employment Area



 Revised Existing Employment Area
 Existing Employment Area (Jan 2024)

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