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Meeting	LOCAL PLAN COMMITTEE
Time/Day/Date	6:00pm on Wednesday, 22 April 2026
Location	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 18 March 2026.	3 - 8
5	GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE	
	The report of the Head of Planning and Infrastructure.	9 - 36
6	LOCAL PLAN POLICIES UPDATE	
	The report of the Interim Planning Policy Team Manager.	37 - 106

Circulation:

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

MINUTES of a meeting of the LOCAL PLAN COMMITTEE held in the Stenson House, London Road, Coalville, LE67 3FN on WEDNESDAY, 18 MARCH 2026

Present: Councillor J G Simmons (Chair)

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

In Attendance: Councillor R Sutton

Officers: Ms J Althorpe, Mr B Dooley, Mr C Elston, Mrs C Hammond, Mr T James and Ms S Lee

43 APOLOGIES FOR ABSENCE

Apologies were received from Councillor S Lambeth and Councillor C Sewell for whom Councillor A Barker was a substitute.

44 DECLARATION OF INTERESTS

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

All members declared that they had been lobbied without influence by Councillor R Sutton on all items on the agenda.

45 PUBLIC QUESTION AND ANSWER SESSION

There were 6 questions received from the public.

Question from Mr Roy Todd

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

“To date, we do not have confirmation from LCC Highways that acceptable access arrangements can be achieved”,
that Leicestershire County Council Highways had advised:

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

and that:

“The proposed allocation is at risk if this issue cannot be resolved”, together with the published site assessment stating that LCC Highways had “concerns about the achievability of acceptable access arrangements” and that Strategic Road Network capacity was “currently unknown”, including any documentary evidence of written agreement in principle from the highway authorities and any evidence of land control or agreements required to deliver access or junction works outside the site boundary.

Response from the Chair of the Local Plan Committee

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

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

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

As part of a supplementary question, it was asked when the advice may have changed. In response, the Principal Planning Policy Officer outlined the process to be undertaken for the Local Plan to be finalised and noted that the policy wording which would affect site EMP97 was to be considered by the Committee at a later date.

Question from Mr Carl Sutton

As Mr Sutton was not in attendance, his question was not asked.

Question from Mr Andrew Priestley

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

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

Response from the Chair of the Local Plan Committee

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

The majority of EMP97 falls outside the Public Safety Zone.

As part of a supplementary question, it was stated by the Principal Planning Policy Officer that the key issue in relation to site EMP97 was the extent of the Public Safety Zone which provided clear information about where the development could not go, and it was confirmed that this was to be taken into account when considering the site for inclusion in the Regulation 19 version of the plan.

Question from Mr Noel Suthesh

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

Response from the Chair of the Local Plan Committee

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

In response to a supplementary question, the Interim Planning Policy Team Manager responded that there would be opportunity for the public to shape and influence all allocations including site EMP97 through the Regulation 19 consultation process, and through examination attendance.

Question from Ms Gayle Baker

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

Response from the Chair of the Local Plan Committee

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

As part of a supplementary question, it was asked why a change had been made to the petitions scheme in the Constitution. The Legal Advisor stated that a written response would be provided outside of the meeting.

Question from Mr Michael Elton

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

Response from the Chair of the Local Plan Committee

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

As part of a supplementary question, it was asked with reference to the response how the detected carbon dioxide could be mitigated and how those measures differed from ground gas measures. It was responded that the answer had already been provided as part of the response.

46 MINUTES

Consideration was given to the minutes of the meeting held on 28 January 2026.

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

RESOLVED THAT:

The minutes of the meeting held on 28 January 2026 be approved and signed by the Chair as an accurate record of the proceedings.

Before moving on to the next item, the Chair announced that it had been agreed to reorder the items on the agenda so that members were made aware of the Local Plan timescales earlier in the meeting: items 7, 5, 6 and 8.

47 NEW LOCAL PLAN - PROGRESS UPDATE

The Interim Planning Policy Team Manager presented the report.

Members had a discussion about the progress of the Local Plan during which several questions of clarity were addressed.

Members questioned what the consequences were if the timescales outlined in the report were not adhered to. The Head of Planning and Infrastructure replied that the consequences would have been seen as applications were made, as, when there was no up to date Local Plan previously, more applications went through. He also emphasised the importance of meeting the timescales as the Council would soon be challenged on its five-year housing land supply.

The report was noted.

48 LEICESTER & LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – STRATEGIC DISTRIBUTION

The Principal Planning Policy Officer presented the report.

At the request of a member, it was minuted that they were not supportive of the draft Statement of Common Ground (SoCG), as it was believed it required further investigation due to the negative impact it would have had on the rural parts of the District. It was added that the Council had worked collaboratively with only two of the seven councils that border the District on the SoCG, which left many areas which the Council did not have much detail on to inform the SoCG. It was emphasised that further investigation should have been carried out before members could have made a well-informed decision.

During discussion, members agreed that it was important to maintain the rural identity of the District but commented that, due to Local Government Reorganisation, it was important to get the Local Plan finalised by the end of the year. It was mentioned that, subject to the officers having the resources once the Local Plan had been submitted, the points raised by members could have been investigated.

Members were thanked for their comments which were to be considered by Council at their meeting on 12 May 2026.

49 LEICESTER & LEICESTERSHIRE AUTHORITIES STATEMENT OF COMMON GROUND – HOUSING DISTRIBUTION UNDER THE NEW STANDARD METHOD

The Principal Planning Policy Officer presented the report.

A discussion was had during which several questions of clarity were addressed by the planning policy officers. Members expressed concern over whether Oadby and Wigston Borough Council could have met their own housing need and what implications this would have had on this process and the Local Plan.

The Principal Planning Policy Officer responded that, in the event their housing needs were not met, Oadby and Wigston Borough Council would have to have justified their unmet need.

Members were thanked for their comments which were to be considered by Council at their meeting on 12 May 2026.

50 EAST MIDLANDS FREEPORT CONTRIBUTIONS SPD

The Interim Planning Policy Team Manager presented the report.

During discussion, members supported the collaborative working that was to take place between authorities. They also noted the complexity of the document and suggested the public would have benefitted from a basic summary so they were given a better understanding of the document prior to consultation.

Councillor J Legrys moved the recommendations on page 25 of the Additional Papers subject to the condition that the public were provided with a basic summary of the Supplementary Planning Document (SPD) prior to consultation. It was seconded by Councillor R Morris and

RESOLVED THAT:

- I) A minimum four week consultation on the draft East Midlands Freeport Contributions Supplementary Planning Document (Appendix A) be agreed to be undertaken; and
- II) Authority be delegated to the Strategic Director of Place to agree any minor modifications to the final consultation draft Supplementary Planning Document prior to consultation commencing.

Councillor P Lees left the meeting at 7:01pm.

The meeting commenced at 6:00pm.

The Chair closed the meeting at 7:44pm.

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL
 LOCAL PLAN COMMITTEE – WEDNESDAY, 22 APRIL 2026



Title of Report	GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE	
Presented by	Chris Elston Head of Planning and Infrastructure	
Background Papers	<u>Current Good Design Guide for North West Leicestershire 2017</u>	Public Report: Yes
Financial Implications	The cost of preparing the Good Design Guide is being met from the Planning Skills Delivery Fund received in October 2024.	
	Signed off by the Acting Section 151 Officer: Yes	
Legal Implications	The preparation of the Supplementary Planning Document (SPD) will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012.	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	Development Management staff have had training on the content of the SPD and how to apply it when determining planning applications.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To seek formal adoption of the Good Design Guide for North West Leicestershire as a Supplementary Planning Document	
Recommendations	<p>THAT LOCAL PLAN COMMITTEE:</p> <ol style="list-style-type: none"> 1. ADOPTS THE GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE SUPPLEMENTARY PLANNING DOCUMENT, WHICH CAN BE FOUND ON THE LINK TO APPENDIX 2 BELOW; AND 2. DELEGATES AUTHORITY TO THE STRATEGIC DIRECTOR OF PLACE, IN CONSULTATION WITH THE PORTFOLIO HOLDER FOR PLANNING, TO AGREE ANY MODIFICATIONS AS A RESULT OF ANY CHANGES IN THE GOVERNMENT’S NATIONAL PLANNING POLICY. 	

1.0 BACKGROUND

- 1.1 A Supplementary Planning Document (SPD) is a document which provides further information about a policy or policies in a development plan. An SPD can be a helpful way to provide guidance on how a policy should be interpreted in development management decisions, what information applications should supply in order to satisfy a policy, and procedural arrangements.
- 1.2 At its meeting on 24 March 2026, Cabinet was presented with a revised Good Design Guide for North West Leicestershire for consideration, with a recommendation that the Local Plan Committee adopts the SPD at a future meeting. Cabinet resolved that the Local Plan Committee be requested to adopt the Good Design Guide for North West Leicestershire SPD. The Cabinet report, which is included at [Appendix 1](#), and the final SPD at [Appendix 2](#), provides the relevant background for Local Plan Committee to consider.
- 1.3 Since publication of the Cabinet report, some very minor changes have been requested by the Council's Waste Services Team relating to the size of bins and the colour of bin lids. Cabinet was made aware of these changes which have now been incorporated into the final SPD.

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:	Paragraph 133 of the National Planning Policy Framework (NPPF) states that to provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code. The Good Design Guide will align with national planning policy and the design policy in the new Local Plan.
Safeguarding:	None identified.
Equalities/Diversity:	An Equalities Impact Assessment has been completed.
Customer Impact:	The new Good Design Guide will provide clear clarity for customers on the Councils expectations for the design of new development.
Economic and Social Impact:	New development offers the opportunity to use good design to create healthy, social and economically vibrant places that work well for everyone. The aim of the document is that it will promote good and well-designed buildings and spaces and create meaningful places - places that people can be proud of, will last for generations

	and help to make people's lives happier and more fulfilling.
Environment, Climate Change and zero carbon:	The new Good Design Guide contains guidance on how to deal with green infrastructure, sustainable drainage, biodiversity, energy consumption and sustainable construction including water management.
Consultation/Community/Tenant Engagement:	Consultation of the draft document took place between 23 July and 17 September 2025.
Risks:	If applications are refused as contrary to the Good Design Guide, there is a risk that appeal inspectors may allow a poor-quality development and result in developers submitting schemes of a much lower standard of design on the basis that a precedent has been set. This risk should be mitigated by aligning the Good Design document with national policy contained in the NPPF, the National Model Design Code, design policy in the Council's Local Plan and by consultation with key stakeholders including major house builders.
Officer Contact	Chris Elston Head of Planning and Infrastructure chris.elston@nwleicestershire.gov.uk

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NORTH WEST LEICESTERSHIRE DISTRICT COUNCIL

CABINET – TUESDAY, 24 MARCH 2026



Title of Report	GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE	
Presented by	Tony Safell Portfolio Holder for Planning PH Briefed: Yes	
Background Papers	<u>Current Good Design Guide for North West Leicestershire 2017</u>	Public Report: Yes
	<u>Good Design Guide - supplementary planning document March 2026</u>	Key Decision: Yes
Financial Implications	The cost of preparing the Good Design Guide is being met from the Planning Skills Delivery Fund received in October 2024.	
	Signed off by the Section 151 Officer: Yes	
Legal Implications	The preparation of the Supplementary Planning Document (SPD) will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012	
	Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	There are no direct staffing or corporate implications.	
	Signed off by the Head of Paid Service: Yes	
Purpose of Report	To update Cabinet on the preparation of the Good Design Guide SPD and the outcome of public consultation held between July and September 2025. To present a revised Good Design Guide for North West Leicestershire for consideration, with a recommendation that the Local Plan Committee adopts the SPD.	
Reason for Decision	The Council's Constitution (Part 2, Section D5, paragraph 2.2.1) requires the Local Plan Committee to receive reports from Cabinet on proposed SPDs.	

Recommendations	<p>THAT CABINET:</p> <ol style="list-style-type: none"> 1. RECOMMENDS THAT THE LOCAL PLAN COMMITTEE ADOPTS THE GOOD DESIGN GUIDE FOR NORTH WEST LEICESTERSHIRE SUPPLEMENTARY PLANNING DOCUMENT; AND 2. DELEGATES AUTHORITY TO THE STRATEGIC DIRECTOR OF PLACE TO AGREE ANY MINOR MODIFICATIONS TO THE FINAL DRAFT SUPPLEMENTARY PLANNING DOCUMENT PRIOR TO ADOPTION AT LOCAL PLAN COMMITTEE.
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1.0 BACKGROUND

- 1.1 Since 2007, the Council has improved the design quality of new development, while not compromising the number of planning consents for new homes. In 2017, the first Good Design Supplementary Planning Document (SPD) was produced by the Council which raised the bar further still.
- 1.2 As set out as a target in the Council Delivery Plan, the Council is working to raise the quality of new development even further. As part of this journey, the Council was one of 14 authorities who took part in the National Model Design Code Pilot programme in the summer of 2021 with grant funding from Government. The Council's funding bid, agreed with Government, was to refresh and update the Council's existing Good Design Guide SPD and align it with the National Model Design Code. The new Good Design Guide is the result of that work.
- 1.3 This new Guide looks to build upon the sound foundation, aspirations and vision set out in 2017, while seeking to respond to challenges identified with stakeholders, as well as evidence from what has been built across the district and what is seen as best practice nationally.
- 1.4 Since the Council adopted its award-winning design initiative, there has been a significant transformation in design quality across the District. It is acknowledged, however, that not all schemes have been a total success, and lessons have been learnt from those which have not reached the design quality expected. However, officers are generally satisfied that many developers have responded positively and enthusiastically to the Council's design expectations.

2.0 THE NEW GOOD DESIGN GUIDE SPD FOR NORTH WEST LEICESTERSHIRE

- 2.1 One of the key aims in the Council's Delivery Plan 2023-28 is that the Council will secure high quality design in new developments and that a new local design guide Supplementary Planning Document (SPD) will have been produced which developments will need to comply with. Once agreed by Cabinet and then adopted at Local Plan Committee, planning applications will be assessed against the new document.
- 2.2 An SPD is a document which provides further information about a policy or policies in a development plan. An SPD can be a helpful way to provide guidance on matters such as how a policy should be interpreted in development management decisions, what information applicants need to supply to meet the requirements of a policy and procedural arrangements. Importantly an SPD is not itself part of the development plan,

but it is capable of being a material consideration in planning decisions. In addition, an SPD cannot be used to change or add to the policies in the adopted Local Plan. Such policy changes can only be made through the Local Plan Review.

- 2.3 The guidance contained within the new SPD is based on what the Council has achieved in North West Leicestershire over the last 15 years, but also how the Council can strive to improve the design quality of developments further. The document explains how good design is measured locally and provides applicants with the clarity and certainty they have asked for.
- 2.4 The draft SPD has been developed encompassing a series of visits to housing developments both within North West Leicestershire and across the country to inform what constitutes good and best practice. It also showcases examples of the design quality of the development that, if adopted by developers, are more likely to be approved. Some initial informal consultation with stakeholders including the National Forest Company, Leicestershire County Council Highways (LCC Highways), a local housebuilder and planning consultancy took place in 2024 to help inform the development of the document.
- 2.5 Once adopted, the new SPD will give Council the tools to ensure that the developments that are brought forward, enhance the built environment and are ones that the Council can be genuinely proud of.

3.0 CONSULTATION

- 3.1 At Local Plan Committee on 21 May 2025, members agreed that the draft Good Design Guide for North West Leicestershire SPD be approved for public consultation. The consultation ran between 23 July and 17 September 2025.

- 3.2 The consultation on the draft Good Design SPD received comments from ten external organisations or individuals. The external organisations were:

National Highways, LCC Highways, National Forest Company, Historic England, Environment Agency, Natural England, the Coal Authority, Leicestershire Police, Ashby de la Zouch Town Council and one planning consultant.

The comments received have generally focussed on three chapters within the document: Context, Movement and Nature.

- 3.3 A summary of the consultation responses received is attached as Appendix 1 to this report and in table form, this outlines the main issues raised, the Council's response, the action taken to deal with the issue and the name of the respondent's organisation.
- 3.4 In total there were 110 comments or observations received from the external organisations and internally. Of these, 22 were comments of support/no comment relating to chapters or sections within the document, which were noted. These are shown marked as blue in Appendix A.
- 3.5 A further 63 comments and observation from external organisations and internally suggested changes which have been agreed and are now proposed within the revised document. These are shown marked as green in Appendix A.

- 3.6 There are 25 comments which have been noted, but no changes to the document are recommended. The reasons for not amending the document to take account of those comments are shown marked as brown in Appendix A.
- 3.7 Officers are satisfied that the consultation responses have been adequately dealt with, and in particular, detailed discussions have been held with LCC Highways to ensure the relevant chapters of the document are generally in accordance with the Leicestershire Highway Design Guide. Members will see that the majority of comments received have either supported the Good Design Guide or resulted in a significant number of amendments to the document. Where comments have not resulted in changes, the reasons why are clearly set out in Appendix A.
- 3.8 A link to the document which has been amended to take into account the consultation responses where appropriate can be found here:
[Good Design Guide - supplementary planning document March 2026](#)

4.0 NEXT STEPS

- 4.1 Formulation of an SPD is an Executive function, but adoption is a Council function which has been delegated to the Local Plan Committee.
- 4.2 Therefore, Cabinet is asked to recommend to the Local Plan Committee that it formally adopts the Good Design Guide for North West Leicestershire SPD at its meeting on 22 April 2026.

Policies and other considerations, as appropriate	
Council Priorities:	Insert relevant Council Priorities: <ul style="list-style-type: none"> - Planning and regeneration - Communities and housing - Clean, green and Zero Carbon - A well-run council
Policy Considerations:	Paragraph 133 of the National Planning Policy Framework (NPPF) states that to provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code. The Good Design Guide will align with national planning policy and the design policy in the new Local Plan.
Safeguarding:	None identified.
Equalities/Diversity:	An Equalities Impact Assessment has been completed.

Customer Impact:	The new Good Design Guide will provide clear clarity for customers on the Councils expectations for the design of new development.
Economic and Social Impact:	New development offers the opportunity to use good design to create healthy, social and economically vibrant places that work well for everyone. The aim of the document is that it will promote good and well-designed buildings and spaces and create meaningful places - places that people can be proud of, will last for generations and help to make people's lives happier and more fulfilling.
Environment, Climate Change and Zero Carbon:	The new Good Design Guide contains guidance on how to deal with green infrastructure, sustainable drainage, biodiversity, energy consumption and sustainable construction including water management.
Consultation/Community/Tenant Engagement:	Consultation of the draft document took place between 23 July and 17 September 2025.
Risks:	If applications are refused as contrary to the Good Design Guide, there is a risk that appeal inspectors may allow a poor-quality development and result in developers submitting schemes of a much lower standard of design on the basis that a precedent has been set. This risk should be mitigated by aligning the Good Design document with national policy contained in the NPPF, the National Model Design Code, design policy in the Council's Local Plan and by consultation with key stakeholders including major house builders.
Officer Contact	Chris Elston Head of Planning and Infrastructure chris.elston@nwleicestershire.gov.uk

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Appendix A

Consultation Responses to Good Design SPD (August/September 2025)

22	Support, no comment/ no action necessary	25	Point Noted but no change proposed	63	Agreed and changes made
0	Outstanding comments in discussion		No comments on Chapter		

CHAPTER: General Comments

SECTION		MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT
1	1	<p>Security considerations are primarily focused on residential development and public spaces. These principles should also be applied to other types of development, such as industrial estates and educational facilities.</p> <p>Suggested wording: “Proposals will be expected to demonstrate how the design has been influenced by the need to plan positively to reduce crime and the fear of crime, and how this will be achieved.”</p>	Agreed	<p>This will be made more explicit.</p> <p>Introduction. Change to ADD:</p> <p>‘In all development, safety and security is of paramount importance, and proposals will be expected to demonstrate how this has been achieved.’</p> <p>Retail and active frontage Add: Code relating to Security: ‘Roller shutters must be perforated and powder coated’ and ‘Roller shutter boxes must be located internally’</p> <p>Schools Add: Code relating to Boundaries: ‘Boundary fencing alongside the public realm and around entrances must be designed in harmony with the buildings and structures’ and</p>	Leicestershire Police

					<p>'Public art should be considered to offer a distinctive and attractive boundary'. 'Extensive lengths of perimeter fencing should be screened with planting.'</p> <p>Local Facilities Add: Code relating to Design: 'Safety and security must be integrated into any proposals.'</p> <p>Additional Checklist question added at the top: 'Has safety and security been well considered and integrated into the proposals'</p>	
2	2		Can more best practice images be used from around North West Leicestershire, Leicestershire or the Midlands.	Agreed	Local examples added	Ashby de le Zouch Town Council
3	3		Use of more local images	Agreed	Local examples added	JJM Planning
4	1		General support for the document	Response welcomed	n/a	Historic England
5	4		Request for more terraced units to show how these can be delivered.	Agreed Additional wording added to expand on how Frontage Parking needs to be delivered.	Change to: Separate pages for Frontage Parking and Side Parking.	NWLDC Strategic Housing
6	2		No comments regarding the document	Response welcomed	n/a	National Highways
7	3		No comments regarding the document	Response welcomed	n/a	Coal Authority Planning Team
8	4		Illustrations throughout are extremely helpful and provide a clear, simple, quick and efficient way of communicating information.	Response welcomed	n/a	Davidsons
9	1		Document should make it clearer for those undertaken smaller projects so that they do not navigate the whole document	Each chapter contains a table at the end, which indicates what may be applicable depending on different types and scale of application.	No change proposed	JJM Planning
10	2		Recommend the avoidance of tandem parking, as it can lead to on street parking.	Noted	No change proposed.	LCC Highways

			Only two spaces will count towards minimum parking standards.	This point is valid, though the alternative is an overreliance on frontage parking, which can have a more detrimental impact on the street scene.		
11	3		Risk of layouts not being adoptable if guide is not in accord with the LHDG	Noted. For information.	No action required	
12	4		Could be more reference to people with disabilities.	Noted. This is an important issue that the document seeks to address. A number of chapters currently refer to this topic: Housing Quality refers to the need to consider adaptability from the outset. Social Interaction has been amended to take into account the design of seating for different users.	No action required	
13	5		Any DPD documents should not be in conflict with the Highway Authority standards, particularly with regard to road adoption standards and requirements.	Noted. For information.	No action required	
14	6		Document could reference Health Impact Assessments.	Noted. The Local Plan is proposing Draft Policy AP6 in relation to Health Impact Assessments. There may be unnecessary duplication with that policy (though currently not adopted)	No action required	LCC Public Health
15	7		Strong links to nature for health and wellbeing and the importance of views. Links are welcome and could be made more explicit in relation to both physical and mental health and wellbeing outcomes.	Noted.	No action required	

16	5		Checklist approach a significant strength that will enable planning officers to quickly and visually identify non compliance and impacts	Response welcomed	n/a
17	6		Consistent use of 'must' is positive, with a higher proportion of 'must' than 'should'.	Response welcomed	n/a
18	7		Use of case studies is valuable and will help ensure compliance, and will encourage developers to go beyond minimum standards	Response welcomed	n/a

CHAPTER 2 Rationale and Vision

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
19	8	General	Section provides a really good variety of design and street hierarchy....giving a strong flavour of different design approaches.	Response welcomed	n/a	Davidsons
20	9	Vision elements	Supported	Response welcomed	n/a	Environment Agency
21	5	Case study	Breedon case study. Development has private roads, and this is not necessarily clear to those who do not know the scheme.	Agreed	Change to: Add reference to the nature of the road within this development.	LCC Highways

CHAPTER 3 Assessment

SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME
No comments received				

CHAPTER 4 Responds to Context

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
22	10	Views	Strong commentary on protecting views. This is a key concern for existing residents and contribute to wellbeing	Response welcomed	n/a	LCC Public Health
23	6	Character	Characteristics focus on physical features of land and could also mention health profile of the area and social issues.	Agree	Change to: Add new layout to Character study section that sets out the various components of character. Include uses as part of that.	
24	8		Character assessment needs to consider the surrounding area, not solely the red line boundary.	The introductory text to the character section refer to <i>both the site and its immediate and wider context.</i> The second paragraph also refers to building 'a detailed appreciation of the site and its surroundings'	No action needed	
25	7	National Forest	Removal of reference to Sustainable Design Guide in introduction as the document focuses on tourism proposals.	Agreed.	Remove reference.	National Forest Company
26	8		Suggested revised wording: 01. National Forest planting guidelines relate to development which exceeds 0.5ha and requires between 20-30% Forest-related green infrastructure. Details of planting options are contained in the National Forest Guide for Developers and Planners (link opposite). Development below 0.5ha will be expected to incorporate normal landscaping appropriate to the site's National Forest setting.	Agreed	Change to: 01. National Forest planting guidelines relate to development which exceeds 0.5ha and requires between 20-30% Forest-related green infrastructure. Details of planting options are contained in the National Forest Guide for Developers and Planners (link opposite).	

27	9		<p>Suggested revised wording:</p> <p>0.2 Where planting and landscaping cannot be accommodated within or close to a development, 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.</p> <p>To align with policy En3</p>	Agreed	<p>Change to :</p> <p>0.2 Where planting and landscaping cannot be accommodated within or close to a development, 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.</p>	
28	10		<p>Suggested revised wording:</p> <p>03. Not all tree planting and landscaping will contribute to the National Forest planting requirement, but all planting has the potential to reinforce the character and identity of the National Forest, as well as contributing to legibility and wayfinding.</p> <p>Street trees for example do not form part of the National Forest planting requirements set out above but will create character and identity.</p>	Agreed	<p>Change to:</p> <p>03. Not all tree planting and landscaping will contribute to the National Forest planting requirement, but all planting has the potential to reinforce the character and identity of the National Forest, as well as contributing to legibility and wayfinding.</p> <p>Street trees do not, for example, form part of the National Forest planting requirements set out above, although they do create character and identity.</p>	
29	11		<p>Section on 'use of timber'</p> <p>Suggest the use of better images that can match wording</p>	Agreed.	Images updated	
30	12	National Forest	<p>Suggested additional wording regarding Sustainable performance:</p> <p>Design and build significantly above the 'ordinary' and use the forest as a location to encourage and trial 'green' construction technology and building techniques.</p> <p>Design for low energy and efficiency.</p> <p>Adopt low carbon construction.</p> <p>Source materials sustainability.</p> <p>Design for water efficiency, including rainwater harvesting systems and grey water recycling.</p>	Agreed	<p>Change to:</p> <p>Propose splitting the National Forest pages so that they cover planting and construction.</p> <p>The comments have been included but split over the two spreads.</p>	
31	13		<p>Add suggested wording on the Tourism Accommodation Guide, as follows:</p> <p>The Sustainable Tourism Accommodation Design Guide sets out rationale for encouraging new and retrofitted tourist</p>	Agreed	As comment directly above	National Forest Company

			accommodation development that helps create a distinctive National Forest character and sense of place and makes a case for investing in the National Forest as a sustainable tourism destination.			
32	14		Suggested changes to photos used that better demonstrate National Forest character and planting and the use of trees.	Agreed.	Images updated	
33	15		Change order of reference links to National Forest documents	Agreed	Order changed	
34	16	Checklist	Bookend photos should be changed to reflect National Forest planting and National Forest character	Agreed	Images updated	
35	17		Checklist in appendix Should read : Have National Forest planting requirements been followed?	Agreed	Changed wording.	

CHAPTER 5

Movement

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
36	18	Intro	Include a reference to the need for a transport vision and reduce the need to travel by the location of land uses	Agreed	Add to introduction Good design is about making sure that development is in the right place to reduce the need to travel, and in creating a strong framework of streets and spaces that provides choices about how people can move about, particularly pedestrians and cyclists.	LCC Highways
37	11	Street Network	Support the addition of criteria relating to the future proofing of land.	Response welcomed	n/a	Ashby de le Zouch Town Council
38	9		Pedestrian and cycle links not adjacent to the adoptable highway are unlikely to be adopted.	For information. Noted	None proposed	LCC Highways
39	10		Image showing footpath adjacent to private drive. LCC unlikely to adopt.	For information. Noted. This is a key issue for the council in achieving	None proposed	

				connectivity across areas that are not linked – e.g disconnected private drives.		
40	19		Image showing planting. This would not be acceptable on adopted development roads.	Noted	Image changed.	
41	11		SN1 Requesting the addition of ' <i>away from major road networks/busy streets</i> '... So that pedestrians are not pushed onto major roads that may not be safer.	The Code already states 'This should preferably be away from major road networks and busy streets.'	None proposed.	Ashby de le Zouch Town Council
42	12		Image showing footpath adjacent to private drive. LCC unlikely to consider adoption.	For information. Noted	None proposed.	LCC Highways
43	20	Street hierarchy	The Primary Street Section indicates 3m cycleway and 2m pavement (5m in total). Is this what will now be required on every Primary Street?	The LCC Highways Design Guide provides options within the street hierarchy.	Change to: Provide some alternative street sections to offer flexibility and greater legibility.	Davidsons
44	21		Include a reference under <i>Secondary Streets</i> to require a 6m width if a bus service is proposed.	Agreed	Change to: Secondary Streets require a 6m width if a bus service is proposed.	LCC Highways
45	22		Tertiary Streets needs to include (Shared surface Residential Access)	Agreed	Change to: Additional wording to title included (Shared surface Residential Access)	
46	23		Edge Lanes are referred to in a street section, but this is not mentioned earlier.	It may be that we can amalgamate 'Edge Lanes' with Tertiary Streets as they will perform the same function. In reality 'Edge Lanes' are single sided Tertiary Streets.	Change to: Propose to retain the Edge Lane diagram but clarify the point that these are single sided Tertiary Streets.	
47	24	Walking	Include reference to NWL Local Cycling and Walking Infrastructure Plan (LCWIP)	Agreed	Additional wording included	
48	12	Walking and cycling	This is well written and walking and cycling priority comes through well. This will be useful when responding to applications.	Support welcomed	n/a	NWLDC Health and wellbeing
49	13	Walking	Walking routes not adjacent to adoptable highway unlikely to be adopted	For information. Noted	None proposed.	LCC Highways
50	25	Cycling	Include reference to NWL Local Cycling and Walking Infrastructure Plan (LCWIP)	Agreed	Additional wording included	LCC Highways
51	26		Refer to minimum cycling standards in LHDG	Agreed	Additional wording included	

52	27		Long stay cycle parking should be covered.	Agreed	Add Code: "long stay cycle parking should be covered"	
53	28	Materials	LHDG incorrectly referred to. Higher quality materials will cost more to maintain. This will increase the cost of any commuted sum that will be attached to the areas of adopted highway and the associated public realm.	Agreed. The point about costs should be added.	Document now correctly referred to. Change to: The LHDG sets out two palette types for development: a 'standard' palette and an 'enhanced' palette of higher quality materials. The enhanced palette will cost more to maintain and will result in an increased commuted sum to areas of adopted highway and associated public realm.	LCC Highways
54	29	Junctions and crossings	'Copenhagen crossings will be unlikely to be considered for adoption	Accepted	Image changed.	
55	14	Parking	A parking space of 2.4x5.5m is recommended. Is this still correct?	Yes. This is the requirement set out within the recent LCC Highways Design Guide	No change needed.	Davidsons
56	30		Refer to increasing need to provide EV charging facilities	Agreed	Reference to EV charging added	LCC Highways
57	15		50:50 rule and its difficulty in relation to affordable housing. Concern to avoid displaced parking.	Noted.		NWLDC Strategic Housing
58	31	Parking approach	Clarify diagram re parking drawing to make it less confusing	Agreed	Amendment made	LCC Highways
59	32		Include space dimensions in diagrams	Agreed	Amendment made	
60	16		Query re image relating to street trees and vehicle movement	Noted Image is indicative only	No change proposed	
61	33		Query re image showing garages close to the road	Agreed The image is NOT focussing on the garages, but recognise that this is a misleading element.	Image changed	
62	34		Reference should be made to the requirement for 0.25 visitor spaces per dwelling.	Visitor parking is important but can depend greatly on the required destination and may not always be where it is needed. LCC has indicated that in some cases provision may be	Add text re Visitor Parking Road layouts should anticipate visitor parking, which is usually linked to the destination. Where formal visitor spaces are required these need to be carefully designed and located to respond to need and minimise loss of open space.	

				on street, but particular provision may be necessary where road layouts make this problematic and highway safety risk.	<p>Code</p> <p>PA.5 Where needed, visitor spaces should be well positioned and designed to minimise loss of open space.</p> <p>PA.6 Formal visitor spaces should be in clearly marked parking bays, which need to be designed in consultation with the Highways Authority.</p> <p>PA.7 Formal visitor spaces should be surfaced in block paving, with a contrasting colour used to delineate them and offer any agreed markings.</p>	
63	35		Minimum internal dimensions for a double garage should be added.	Agreed	Dimensions added	
64	36	Parking Courtyards	Suggest residents make little or no use of parking courtyards. LCC may resist a reduction of in-curtilage parking provision and may not treat parking courtyards as counting to parking numbers.	Agreed that wording needs stiffening to avoid non-use. Well designed parking courtyards can still provide a viable parking solution, but strict guidelines need to be met.	<p>Change to:</p> <p>Parking courtyards have the potential to provide a parking solution, but the reluctance to use good quality materials and poor design decisions can make them unpleasant and unsafe environments where residents opt to park elsewhere. Specific design criteria are set out here that must be addressed for parking courtyards to be considered appropriate. Additional costs relating to these criteria need to be factored in by applicants prior to committing legally to a land purchase, particularly where it is intended to provide parking for affordable housing.</p>	
65	37	Parking courtyards	These should apply equally to affordable and market housing to be tenure blind.	Agreed	<p>Change to:</p> <p>Design requirements for parking courtyards apply irrespective of tenure.</p>	NWLDC Strategic Housing
66	13	Surface parking	Support section on surface parking	Response welcomed	n/a	Environment Agency
67	38	Surface parking	Reference could be made to the required space and aisle dimensions within the LHDG	Link doesn't exist. Clarification being sought but can be added.	<p>Change to:</p> <p>Updated link.</p>	LCC Highways
68	17	Services & Utilities	Would prefer to see 'ginnels rather than foreshortening gardens. Current approach has a lack of overlooking over access ways.	Noted	No change proposed.	NWLDC Strategic Housing

69	39	Services & Utilities	Revised dimensions for new recycling container system. Should be 4.13 sq/m	Agreed	Change to: 4.13 sq/m	NWLDC Waste Services
70	40		Revised dimensions for height of enclosed stores. Should be 1670mm	Agreed	Change to: 1670mm	
71	41		Revised requirements for collection points. Should be 2.10sq/m per unit	Agreed	Change to: 2.10sq/m	
72	42		Para 2 should be 'containers' not 'crates'	Agreed	Change to: "..bins and recycling containers dominating.."	
73	43		For any private driveways or edge lanes constructed to an adoptable standard, which the Highways Authority won't adopt and there's no bin collection point(s), for the council's waste collection vehicles to traverse them it would require indemnification against any damage to these roads as a result of waste collection vehicles gaining access and egress to empty waste and recycling receptacles. This would need to be secured via a separate legal agreement between the council and the applicant and/or the management company responsible for the roads. The council will not traverse with the waste collection vehicles any roads which are not constructed to an adoptable standard.	Agreed	Change to: Roads must be constructed to an adoptable standard for waste collection vehicles to be able to traverse them. Indemnity against damage must be provided to allow waste collection vehicles to use unadopted roads. This must be secured via a separate legal agreement between the Council and the applicant and/or management company.	
74	14	Waste	Good reference to safety when performing tasks, particularly bin storage and short drag distances	Response welcomed	n/a	LCC public health

CHAPTER 6 Embraces Nature

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME
75	15	General	Support for the section	Response welcomed	n/a
76	44	Network of spaces	National Forest images to be used	Agreed	Images updated
					Environment Agency
					National Forest Company

77	45	Open space design	Reference to Natural England's Green Infrastructure Framework: Principles and Standards should be included. Suggest incorporating the FIVE headline standards: S1 Green Infrastructure Strategy Standard; S2 Accessible Greenspace Standard; S3 Urban Nature Recovery Standard; S4 Urban Greening Factor Standard; S5 Urban Tree Canopy Cover Standard. These could be used as an output measure for developers. https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx	Agreed The Council has an emerging policy on Green and Blue Infrastructure. There is a Green and Blue Infrastructure dated June 2022 that sets out recommendations, which offers a locally distinctive response.	Change to: Designs need to respond to the findings of the Green and Blue Infrastructure Study, as well as the Fields in Trust Standards.	Natural England
78	18		Natural England Green Infrastructure Planning and Design Guide 2023 was highlighted.	Noted The Council is using the Fields in Trust standards, which provides a comparable benchmark.	No action	
79	16	Green Infrastructure	Support for the inclusion of a definition	Response welcomed	n/a	Environment Agency
80	46	Open Space design	Use of photos needs amending to reflect National Forest	Agreed	Images updated	National Forest Company
81	17	Sustainable drainage	Support for wording	Response welcomed	n/a	Environment Agency
82	18		Section supported.	Response welcomed	n/a	Natural England
83	47		Suggested wording: SuDs can contribute to National Forest planting, but only if they are: - Ecologically designed; - Either permanently or seasonably wet; - Surrounded by extensive tree planting; Ponds are more likely to contribute to National Forest planting where they are located adjacent to existing or proposed woodland due to the potential for habitat connectivity.	Agree	Change to: SuDs can contribute to National Forest planting, but only if they are: - Ecologically designed; - Either permanently or seasonably wet; - Surrounded by extensive tree planting; Ponds are more likely to contribute to National Forest planting where they are located adjacent to existing or proposed woodland due to the potential for habitat connectivity.	National Forest Company
84	48	Sustainable drainage	'Must be considered' should be changed to make it more robust.	Agree	Change to:	Ashby de le Zouch Town Council

					'Sustainable drainage (SuDS) must be included...	
85	19	Street trees	Photo 3 is in a constrained location that is unlikely to survive.	The image is illustrative and the health of a tree in this location would depend on the tree pit.	No action.	LCC Highways
86	19		Wording welcomed	Response welcomed	n/a	Environment Agency
87	20		Section welcomed. Trees and other planting in new and existing areas should be diverse to increase biodiversity and resilience, with more use of native species and non-native species with documented value for wildlife.	Response welcomed	n/a	Natural England
88	49		Street trees. Request for an addition that stipulates that trees must be replaced, with a time limit. Trees are removed and not replaced, and this needs to be avoided.	Agree.	Change to: ST9 Dead, failing or vandalised trees must be replaced within the first available growing season.	Ashby de la Zouch Town Council
89	50		Use of more local examples	Agree	Images changed	National Forest Company

CHAPTER 7 Makes Best Use of Land

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
90	21	Separators and Integrators	This is particularly effective. Explanation of green space acting both as a separator and integrator when adding amenity value is clear and helpful.	Response welcomed	n/a	LCC public health
91	20	Back to Back distance	Is the <i>Back to Back distance</i> diagram illustrative or will planting be required?	The image is illustrative	No action	Davidsons

CHAPTER 8 Enjoys a Strong sense of place

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
92	51	Building design	Document needs to state that it applies to all tenures	Agreed	<p>Change to:</p> <p>Add in principles section</p> <p>05 Design quality will be expected, regardless of tenure.</p> <p>Code Approach must be introduced and followed through regardless of tenure.</p>	NWLDC Strategic Housing

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CHAPTER 9 Has attractive public spaces

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
93	52	Meeting places	The section reads ' <i>front doors could be grouped to promote social interaction</i> '. This needs to also include clearly defined boundaries to create defensible space and reduce disputes.	Noted. The guidance suggests the potential for grouping doors, but this needs to also include definition of space.	<p>Change to:</p> <p>06. Grouping front doors, together with appropriate definition of territory, can also promote interaction between neighbours on an ad hoc basis.</p> <p>SI.7 Front doors could be grouped to promote social interaction, subject to appropriate definition of territory.</p>	Leicestershire Police

94	53		<p>Seating orientation and placement, particularly in relation to views is strong. Additional guidance could be included on seating design for different groups and ages.</p> <p>Benches are multifunctional, providing physical rest, opportunities to be still and connect with nature, and social interaction.</p>	<p>Agree Additional wording introduced to provide guidance on these issues.</p>	<p>Change to:</p> <p>04 The design of seating should be informed by the different needs of users, so as to encourage use.</p> <p>A range of seating must be designed to cater for different age groups and users and respond to the needs and scale of space.</p>	LCC public health
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CHAPTER 10 Has a mix of uses

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
95	21	Retail and active frontage	<p>Additional wording is suggested in relation to retail properties discouraging recessed doorways. This is to prevent opportunities for anti-social behaviour.</p>	<p>Recessed doorways and shopfronts may form part of the essential character of a place. A wide range of compensatory issues e.g lighting that are also required within the guidance.</p>	No action proposed	Leicestershire Police
96	22	Local facilities	<p>Recreation, sports pitches and facilities isn't really covered.</p>	<p>The range of facilities provided will be covered in other documents.</p>	No action proposed	NWLDC Health and wellbeing

CHAPTER 11 Has great homes to live in

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
97	54	Space standards	Ambiguity as the checklist says ' must ' whereas the main text says should .	Agree. Clarification and ambiguity removed.	Change to: 01 Buildings need to be able to accommodate change.	LCC public health
98	55	Gardens and balconies	Section refers to a 1.8m wall against the public realm. This should be amplified by a buffer, such as hedging or foliage, to prevent anti-social behaviour (e.g graffiti)	Agreed	Change to: GB4 Opportunities should be taken to soften walls with hedging, planting or foliage.	Leicestershire Police
99	56		Front doors must be provided for ground floor properties. This is needed to enliven the street scene.	Agreed	Change to: GB8 Front doors must be <i>provided</i> for ground floor apartments.	NWLDC Strategic Housing

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CHAPTER 12 Looks to the future

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
100	22	General	Support	Response welcomed	n/a	Environment Agency
101	57	Energy efficiency	Include reference to <i>Ground Source Heat Pumps</i> as part of the Governments Future Homes Standard requirement. Need to consider position and orientation.	Agreed	Change to: Heat pumps must be located and oriented to minimise visual impact.	NWLDC Strategic Housing

CHAPTER 13 Is well looked after

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
102	23	Stewardship	Concern about the possible lack of accountability for management companies	Noted	No action proposed	NWLDC Strategic Housing
103	58		Highways need to be designed to adoptable standards	Agreed	Change to: Add Highways need to be designed to adoptable standards.	LCC Highways

CHAPTER 14 Householders

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME	
104	59	45 degree rule	Suggest that must not is replaced by should not	Agreed	Change to: <i>Should not</i>	NWLDC Planning Department
105	60		Request a definition of ' habitable room '	Agreed	Change to: Definition of habitable room added	
106	61		'Must not' should be replaced with ' should not normally '	Agreed	Change to: <i>Should not</i>	JJM Planning
107	24	Should not apply to ground floor extensions given what can be done under Permitted Development (PD).	This covers buildings larger than those covered under PD.	No action proposed.		
108	25	Separation distances	Needs to be made clear that this is guidance only and other considerations need to be taken into account.	This is already covered in the introduction to the section.	No action proposed.	

109	62	Extensions	Amended wording so that 'generally is included in relation to roof height for extensions.	Agreed	Change to: Add the word <i>generally</i>	
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Appendix Checklist

	SECTION	MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT NAME
110	63	Checklist in appendix Should read : Have National Forest planting requirements been followed?	Agreed	Change to: Have National Forest planting requirements been followed?	National Forest Company

	Signed off by the Head of Paid Service: Yes
Purpose of Report	<p>To agree the policy wording for:</p> <ul style="list-style-type: none"> • Strategic warehousing site allocation policies • Policy H4 - Housing Types and Mix • An updated Policy IF8 – Parking and New Development to include reference to lorry parking • A new policy on the long-term management of community assets and stewardship to set out an overall approach to how assets arising from new development are managed • Policy AP1 – Design of New Development • Policy IW1 - Isley Woodhouse New Settlement
Recommendations	<p>THAT THE LOCAL PLAN COMMITTEE:</p> <p>(I) AGREES THAT THE POLICY FOR LAND SOUTH OF EAST MIDLANDS AIRPORT (EMP90) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(II) AGREES THAT THE POLICY FOR LAND NORTH A453, KEGWORTH (EMP73 PART) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(III) AGREES THAT THE POLICY FOR LAND SOUTH OF KEGWORTH BYPASS (EMP97) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(IV) AGREES THAT THE POLICY FOR LAND BETWEEN ELLISTOWN TERRACE ROAD AND WOOD ROAD, BATTRAM (EMP98) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(V) AGREES THAT THE POLICY FOR LAND NORTH OF J11 (MERCIA PARK II) (EMP82) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(VI) AGREES THAT THE POLICY FOR LAND NORTH-EAST OF J11 A42 (EMP83/84/94) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(VII) AGREES THAT THE POLICY FOR LAND AT CORKSCREW LANE (J13 A42) (EMP80) IN APPENDIX A OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL</p>

	<p style="text-align: center;">PLAN</p> <p>(VIII) NOTES THE COMMENTS RECEIVED IN RESPECT OF POLICY H4: HOUSING MIX AND TYPE AS SUMMARISED AT APPENDIX B OF THIS REPORT</p> <p>(IX) AGREES THAT, SUBJECT TO THE FINDINGS OF THE WHOLE PLAN VIABILITY ASSESSMENT, POLICY H4: HOUSING MIX AND TYPE AS AMENDED AT APPENDIX B OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(X) AGREES THAT POLICY IF8 – PARKING AND NEW DEVELOPMENT AS AMENDED AT APPENDIX C OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(XI) AGREES THAT THE PROPOSED POLICY FOR THE MANAGEMENT OF ASSETS AND STEWARDSHIP AS SET OUT IN APPENDIX D OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(XII) NOTES THE COMMENTS RECEIVED IN RESPECT OF POLICY AP1: DESIGN OF NEW DEVELOPMENT, AS SUMMARISED AT APPENDIX E OF THIS REPORT</p> <p>(XIII) AGREES THAT POLICY AP1: DESIGN OF NEW DEVELOPMENT AS SET OUT IN APPENDIX E OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p> <p>(XIV) AGREES THAT, SUBJECT TO THE OUTCOMES OF A) TRANSPORT MODELLING; B) VIABILITY ASSESSMENT; AND C) INFRASTRUCTURE REQUIREMENTS, POLICY IW1: ISLEY WOODHOUSE AS AMENDED AT APPENDIX F OF THIS REPORT IS INCLUDED IN THE REGULATION 19 VERSION OF THE LOCAL PLAN</p>
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1 BACKGROUND

- 1.1 A report to the Local Plan Committee of 18 March 2026 provided an update on the new Local Plan which highlighted a number of policy areas which were to be reported to this Committee. Specifically, it identified the following policy topic areas:
- a) Strategic warehousing site allocation policies
 - b) Policy H4 - Housing Types and Mix
 - c) Lorry parking

- d) New policy on the Long-term Management of Community Assets and Stewardship
- e) Policy AP1 – Design of New Development
- f) Policy IW1 – update to the allocation policy for Isley Woodhouse New Settlement

1.2 The purpose of this report is to agree the proposed policy wording for the policy topic areas identified above, which will be another important step forward in progressing the new Local Plan.

2 STRUCTURE OF THIS REPORT

2.1 The report is structured as follows:

- a) Section 3 focuses on the policy wording for the strategic warehousing site allocations
- b) Section 4 focuses on updated policy wording for Policy H4 - Housing Type and Mix
- c) Section 5 covers an update to Policy IF8 - Parking and New Development in respect of lorry parking
- d) Section 6 focuses on a new policy relating to the long-term management of community assets and stewardship to set out an overall approach to how assets arising from new development are managed
- e) Section 7 focuses on Policy AP1 – Design of new development
- f) Section 8 relates to updates to the wording of policy IW1, the Isley Woodhouse New Settlement Policy
- g) Section 9 – Next steps.

2.2 The appendices are included separately to enable Members to have access to both the report and the policy wording (set out in the appendices) at the same time. For clarity, the complete list of appendices is:

- a) Appendix A - Strategic warehousing site allocation policies
- b) Appendix B - Proposed Policy H4 - Housing Mix and Type
- c) Appendix C - Proposed revised wording for Policy IF8 Parking and New Development
- d) Appendix D – Proposed new policy relating to the long-term management of community assets and stewardship
- e) Appendix E – Proposed Policy AP1 - Design of New Development
- f) Appendix F – Proposed updated policy wording for Policy IW1 - Isley Woodhouse New Settlement

3 STRATEGIC WAREHOUSING SITE ALLOCATION POLICIES

3.1 At its meeting on the 19 November 2025, the Local Plan Committee agreed in principle seven strategic warehousing sites (Use Class B8) for inclusion in the Regulation 19 version of the Local Plan subject to a) transport modelling; b) viability assessment; and c) infrastructure requirements. At the same meeting, the Committee noted that specific site allocation policies would be prepared for each of the sites.

3.2 The sites for which policy wording is now needed are listed in Table 1 below.

Table 1: Strategic warehousing site allocations

Ref	Site	Location	Area	Strategic B8
EMP90	Land south of EMA (Freeport)	J24	87 ha	240,000 sqm
EMP73 (part)	Land north A453, Kegworth	J24	8.6 ha	33,600 sqm
EMP97	Land south of Kegworth bypass	J24	39.5 ha	118,500 sqm
EMP98 (part)	Ellistown Terrace/Wood Road	Bardon	7 ha	30,000 sqm
EMP82	Land north of J11 (Mercia Park II)	A/M42	28 ha	97,300 sqm
EMP83/84/94	Land north-east of J11	A/M42	45 ha	135,000 sqm
EMP80	Land at Corkscrew Lane (J13)	A/M42	11.5 ha	46,500 sqm
Total			c225 ha	c700,900sqm

3.3 For clarity, the Committee’s decisions on 19 November 2025 confirmed **the principle** of allocating these strategic warehousing sites in the Regulation 19 version of the Local Plan. The transport, infrastructure and viability studies referenced in the Committee’s decisions are still in progress. Members will be further advised if these workstreams reveal that additional criteria should be added to the allocation policies or, at the extreme, that a site or sites are no longer ‘suitable’ or ‘deliverable’. Such advice, including a recommended course of action, will be provided before Members are asked to approve the whole plan for Regulation 19 stage consultation.

3.4 In the meantime, and to maintain progress, Members are asked to consider the wording of the allocation policies for these sites. Amongst other things, this means that the policy wording can be assessed by the consultants undertaking the sustainability appraisal of the whole draft Plan.

3.5 The proposed strategic warehousing site allocation policies are included in Appendix A. Each policy is specific to the site concerned but the issues outlined below are common to strategic warehousing sites in general.

3.6 **Design.** Strategic warehousing units can tend to be monolithic and box-like, large-scale in terms of both their footprint and height with expansive areas of hardstanding for parking, loading etc. Careful consideration of matters such as site layout, materials, detailing and elevational treatments is necessary to help moderate their visual impacts.

3.7 **Landscaping.** Linked to the above issues, the design of such sites should incorporate substantial landscape buffers along visually sensitive boundaries including where possible native species planting and naturalistic bunding.

3.8 **Amenity.** The 24-hour operation of these sites risks causing disturbance to local residents, including from noise and external lighting. Very careful consideration needs to be given to how the amenity impacts of site operations can be minimised.

3.9 **Sustainable transport.** Locations close to major road junctions which are favoured by operators are often poorly served by public transport and cycling and walking connections can also be insufficient. Significant upgrades may be sought so that workers and visitors have scope to travel by more sustainable modes.

Land south of East Midlands Airport (EMP90)

- 3.10 This is the designated Freeport site and the proposed site allocation matches the boundaries of the Freeport designation. At the same time as the Local Plan is being advanced, the Development Consent Order (DCO) process is in train and there is a live planning application on part of the site (24/00727/OUTM). The policy requires a masterplan for the whole site to be submitted for the Council's approval (unless one is approved through the Development Consent Order process) to demonstrate how the whole site will be developed in a co-ordinated and comprehensive way, including development phasing.
- 3.11 It is feasible that the policy may need to be refined during the Local Plan Examination itself as a result of changing circumstances e.g. the DCO decision.
- 3.12 The infrastructure requirements for the proposed developments which centre on J24 of M1, including this site, will be particularly complex and interlinked. Informed by the emerging evidence on infrastructure, transport modelling and viability, the Plan will include an additional policy to set out the strategic approach to infrastructure delivery in this part of the district. Such a policy could apply to EMP90, Land north A453, Kegworth (EMP73 part) and Land south of Kegworth bypass (EMP97) amongst others. This additional policy will be presented in a future report to Members (see Next Steps section below).

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

- 3.13 The site requires an upgraded underpass underneath A453 Remembrance Way and a link road through the adjacent site which is in the same ownership and which is a proposed general needs employment site. The policy requires the function and integrity of the Derwent Valley Aqueduct, which runs beneath the site, to be maintained.

Land south of Kegworth bypass (EMP97)

- 3.14 A specific matter for this site is ensuring that development does not adversely affect operations and safety at East Midlands Airport.
- 3.15 In respect of highways matters, the planning agents for the site have received pre-application advice from LCC Highways. This confirms that the principle of an access from Whatton Road to the east of the site may be acceptable, with LCC Highways requiring additional information in respect of the speed and traffic volume data for Whatton Road and confirmation of achievable visibility distances taking in to account the undulations of Whatton Road itself. Using this information, the agents should then be able to prepare plans for LCC Highways to confirm the extent of the achievable visibility splays (both horizontal and vertical) at the proposed site access on Whatton Road and at the existing junction of A6 Kegworth Bypass / Whatton Road. Achieving sufficient visibility splays has been added as a requirement to the draft policy.
- 3.16 Based on a site density of 30% (i.e. buildings would occupy 30% of the site area), the site can deliver c118,500sqm of strategic warehousing.

Land between Ellistown Terrace Road and Wood Road, Battram (EMP98)

- 3.17 This site is intended to provide a mix of strategic warehousing and general needs warehousing/manufacturing. At its 30 July 2025 meeting, the Committee agreed policy wording for this site following Regulation 18 consultation. The policy wording and structure has been further refined to make it consistent with other strategic warehousing sites discussed in this report.
- 3.18 A key issue for the policy is ensuring effective, permanent separation between the site and Battram to the west.

Land north of J11 (Mercia Park II) (EMP82)

- 3.19 There is a resolution to grant permission (part full, part outline) on this site (25/00274/FULM). It is recommended that the Local Plan still include an allocation policy for this site to provide a policy framework for future applications on the outline part. The same approach has been taken for proposed housing allocations which have outline consent.

Land north-east of J11 A42 (EMP83/84/94)

- 3.20 This site comprises three land parcels in the control of different parties. A comprehensive approach to the site is expected, albeit that development may come forward in different phases. A key issue for this site is ensuring there are no adverse impacts on the integrity of the River Mease SAC/SSSI as a result of development.
- 3.21 Based on a site density of 30%, the site can deliver c135,000sqm of strategic warehousing floorspace.

Land at Corkscrew Lane (J13 A42) (EMP80)

- 3.22 This site also has a resolution to grant outline consent (23/0042/OUT). Similar to EMP82, an allocation policy is merited to provide a policy framework for future planning applications.

4 HOUSING TYPES AND MIX

Regulation 18 Consultation

- 4.1 A draft of Policy H4: Housing Types and Mix formed part of the 2024 Regulation 18 consultation. Comments on the policy were submitted by 26 respondents: the majority of which were from landowners/developers/agents (21). Parish/town councils (three) and one statutory consultee and one resident made up the remainder of respondents.
- 4.2 The development industry was largely of the view that the draft policy was too prescriptive and not sufficiently flexible. Respondents did not agree with prescribing mix requirements in the policy itself, as these would become out-of-date/change over the plan period. Respondents also felt that the policy should take into account factors such as market demand, economic viability and other local and site-specific

circumstances.

- 4.3 Key themes from the town/parish councils and statutory consultees were:
- Support for a criteria-based policy on older peoples housing, including specifying locational requirements.
 - Specification of housing mix requirements for older peoples housing.
- 4.4 A more detailed summary of these comments, alongside officers' responses can be found at **Appendix B**.

Updated Housing Mix Evidence (UHME)

- 4.5 Since the Regulation 18 consultation in 2024, updated evidence on housing mix has been prepared by the Leicester and Leicestershire authorities. This follows on from the Housing Distribution Update Paper presented to members at this Committee on 18 March 2025.
- 4.6 The UHME is in the process of being finalised; an update on its publication will either be reported as an update to this 22 April Committee or later in the year when the Regulation 19 Plan is presented to this Committee. The UHME includes an updated assessment of housing mix for market, affordable home ownership, affordable rented homes and affordable rented homes for older people.
- 4.7 The UHME also includes an assessment of housing for older people and those with disabilities. This data will be confirmed in due course, but the UHME does recommend that in North West Leicestershire, growth in this sector is focused in extra-care and housing-with-care schemes, particularly in accessible locations. It notes that strategic and larger development sites are important opportunities for delivering specialist accommodation at scale.
- 4.8 The UHME will also cover the need for M4(2) (accessible and adaptable dwellings) and M4(3) (wheelchair user dwellings) homes; a revised Policy H11: Accessible, Adaptable and Wheelchair User Housing will be reported to this committee once it has been viability tested.

Local Plan Policy

- 4.9 An amended version of Policy H4 is at **Appendix B**. The key changes respond to both the Regulation 18 consultation and the Updated Housing Mix Evidence (2026):
- Updating the recommended housing mix table in part (2) of the policy, to reflect the recommendations of the UHME;
 - Removing the requirement for part (1) to only apply to major development, so that the Council seeks a suitable housing mix from minor as well as major housing development;
 - Including a requirement for part (2) to apply to major development only. Including criteria for older peoples housing at part (4) and support for bungalows/single level housing at part (5).

4.10 Requirements for older peoples housing on some of the larger proposed housing allocations are being considered by officers and any updates will be reported as part of the Regulation 19 Plan, once the final UHME has been published.

5 POLICY IF8 - UPDATE REGARDING LORRY PARKING

5.1 Paragraph 114 of the [National Planning Policy Framework](#) (NPPF) states that *“Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages.”*

5.2 Lorry parks support the successful operation of the road freight industry. An off-site lorry park is a dedicated area where drivers can stop for rest or overnight stays, they contain facilities to support driver welfare and can also be used by drivers waiting for their allocated delivery/collection time slot.

5.3 The district’s central location in the country, its proximity to the Strategic Road Network and economic profile means there are high levels of lorry traffic movement through North West Leicestershire. The National Highways [“Lorry Demand Assessment”](#) (2023) identifies a shortage of lorry parks nationally with North West Leicestershire having the most pressing lorry parking issues in England.

5.4 Since the above assessment data was collected, planning permission has been granted for the following, all of which will contribute to the provision of lorry parking: -

- Provision of an additional 20 lorry parking spaces at Donington Park Service Area (21/01216/FUL).
- Provision of parking for 87 HGVs (Heavy Goods Vehicles) and 13 LGVs (Light Goods Vehicles) and facilities at land adjacent to Junction 11 of the M42, Appleby Magna (21/01654/FUL).
- Provision of an additional 19 HGV parking spaces at the East Midlands Gateway (22/00771/FUL).

5.5 The [Additional Proposed Housing and Employment Allocations for Consultation \(2025\)](#) included a Call for Sites for lorry parking. Three sites were submitted, discussed further below.

5.6 **Former Ashby Aquatics, Nottingham Road, Ashby de la Zouch:** Officers have previously assessed this site as a potential employment allocation, but it was discounted due to extensive ecology issues. The call for sites submission proposed its use as a haulage depot with HGV parking and lorry maintenance facilities to be used by the site owner. This proposal is the subject of an outstanding application (18/00679/FULM).

5.7 In view of the outstanding ecological concerns and the site’s bespoke proposed use, it is not considered appropriate for allocation as a lorry park.

5.8 **Land south of Kegworth Bypass (Molehill Farm), Kegworth:** The submission proposes the site’s use for HGV parking with welfare facilities. This site comprises part of EMP97 – Land south of Kegworth bypass, which was agreed in principle at the Local Plan Committee (of 19 November 2025) for inclusion in the Regulation 19 version of the Local Plan as a strategic warehousing site and is further discussed in Section 3 above.

- 5.9 In view of the shortfall of sites for strategic warehousing, particularly in this part of the district, the identification of part of EMP97 as a lorry park is not supported by officers.
- 5.10 **Land west of Regs Way, Grange Road, Coalville:** The submission proposes the site's use for lorry parking with welfare facilities. In 2023 the site was granted planning permission for five employment units (full details) and up to 4,000 sqm of employment floorspace (outline only). Part of the permission remains extant and part has expired.
- 5.11 The planning permission demonstrates the site's suitability for employment use. In view of the scale of the district's future requirements for 'general needs' employment, industrial/warehousing uses on this site are favoured.
- 5.12 Officers do not propose to allocate any of these sites for lorry parks, for the reasons outlined above, and recommend the continuation of the approach set out in Part 4 of Policy IF8 (Parking and New Development). This enabling policy will allow for the development of appropriate lorry parks and facilities and was approved by the Local Plan Committee on 11 June 2025 for inclusion in the Regulation 19 version of the Local Plan, subject to this further work being reported.
- 5.13 Several amendments are suggested to the policy wording as detailed in **Appendix C**, to provide further clarity to the policy and include an additional criterion to protect against the loss of existing lorry parking rest stop facilities.

6 LONG-TERM MANAGEMENT OF COMMUNITY ASSETS AND STEWARDSHIP

- 6.1 Management of facilities and assets is key to the long-term success of development. This policy is about making sure that new open spaces, community facilities, and green or blue infrastructure provided through development is properly looked after for the long term.
- 6.2 Long-term stewardship is an approach to delivering and managing places and their assets that ensures new communities are places which enable people and the environment to flourish in perpetuity. Long-term community stewardship of local assets can benefit a range of stakeholders, including the Council, developers and local communities. Councils know that new facilities will be sustainable with well organised management structures supported by consistent revenue streams. Plans or strategies that set out how assets will be managed and funded from the outset (i.e. before they are built) will ensure their long term, affordable management and maintenance.
- 6.3 For major or sensitive developments, the Council will require a stewardship or governance strategy that explains who will manage these spaces, how they will be funded, and how the community will be involved. This could include setting up a dedicated stewardship body with the resources it needs to maintain facilities over time. If the Council is expected to adopt or maintain any facilities, appropriate financial contributions will be required.
- 6.4 The policy is set out in **Appendix D**.

7 DESIGN OF NEW DEVELOPMENT

Regulation 18 consultation

- 7.1 Specific policy wording for Policy AP1 did not form part of the 2024 Regulation 18 consultation. Instead, the consultation document stated:
- The new Local Plan will need to reflect the changing national policy context on design. We will progress Policy AP1 in tandem with the new Good Design SPD. As the SPD will have significant weight in decision making (as directed by NPPF (2021) paragraph 134¹), there is the potential to streamline Policy AP1 to make clear that development proposals will be expected to achieve a high standard of design in accordance with the SPD.*
- 7.2 Comments on design were submitted by 26 respondents: predominantly from landowners/developers agents (14) as well as statutory consultees (seven), local residents (four) and one town council. The comments can be summarised as follows:
- Support in principle for the policy
 - Reserving the right to comment at Regulation 19 stage
 - Comments on the principle of design codes / design guides
 - Identification of issues that need to be considered in design policies / design codes / design guides
 - Comments on the design of existing developments in the district.
- 7.3 A more detailed summary of these comments, alongside officers' responses can be found at **Appendix E**.

Policy AP1: Design of New Development

- 7.4 A policy has been drafted and is at **Appendix E**. This policy sets out the Council's expectations for what good design should look like in all new developments. Its main aim is to make sure new buildings and places fit well with their surroundings, are attractive, and work well for the people who use them.
- 7.5 Developers are expected to show that they understand the site and the local area, have listened to the community, and have used this information to shape their proposals. All schemes must follow the North West Leicestershire Good Design Guide.
- 7.6 The policy also highlights several practical requirements. It asks developers where possible to keep important landscape features like trees and hedgerows, and to use sustainable construction methods that help reduce carbon emissions. New development should be designed to feel safe and reduce opportunities for crime. Housing schemes must meet Nationally Described Space Standards and use land efficiently while still respecting local character.
- 7.7 For larger or more sensitive sites, the Council may ask for an independent design review to help ensure high quality, well considered proposals. The policy is designed

¹ 2021 National Planning Policy Framework

to work seamlessly with other policies to help govern development within North West Leicestershire which reflects the Council's design ambitions.

8 ISLEY WOODHOUSE ALLOCATION – UPDATED POLICY WORDING

- 8.1 A draft policy IW1 for Isley Woodhouse was included in the 'Proposed Housing & Employment Allocations for Consultation' dated January 2024. The policy set out a range of expectations and requirements specific to this important strategic allocation – the largest proposed site in the Local Plan.
- 8.2 As part of the wider consideration of representations received by the Council through the consultation, a number of proposed revisions to Policy IW1 were reported to the Local Plan Committee on 24 December 2024. The proposed modifications covered a range of aspects, including revising the overall capacity of the site and amount of development anticipated within the plan period, together with modifications to provide further clarity on aspects raised by a number of consultees.
- 8.3 It was noted in the supporting Committee paper that in addition "it may be necessary to make other changes to the wording from that proposed in the draft plan. This will be done as part of agreeing the Regulation 19 plan at a later date" (para 3.9). The paper noted ongoing work in relation to transport, infrastructure and viability, together with work on noise and the potential need to define areas of separation between the proposal and the adjoining settlement at Diseworth. The paper noted that the position was not final but was establishing an appropriate 'direction of travel' (para 3.10).
- 8.4 Since December 2024, the Council has assembled further evidence and considered how Policy IW1 could be evolved to ensure that this important site comes forward in an appropriate manner.
- 8.5 The site promoters have also continued to develop their plans for the site and an outline planning application was received by the Council in July 2025 for the full scheme on the site proposed to be allocated (reference 25/00865/OUTM).
- 8.6 The consideration, assessment and determination of the outline planning application is ongoing, and the fact that an application has been submitted does not affect the requirement for the Local Plan to continue to establish a formal policy basis and allocate the site for development. Having a robust and up-to-date policy basis for Isley Woodhouse will be important for the Local Plan examination and to ensure the Council is able to assess the current (and any potential future) planning applications for the site.
- 8.7 As a result of the evolution of the evidence base and wider updated overall context, Officers have further modified the wording of Policy IW1. The key modifications since those reported to Committee in December 2024 include:
- Additional policy wording to strengthen the need to deliver a high quality proposal that respects and responds to the local context,
 - Establishing an aspiration for a certain level of affordable housing, together with additional principles to achieve a mixed and balanced community.
 - Greater definition to the expected land uses, including further guidance on the type and nature of employment uses, social and community infrastructure and open space provision.

- Additional design principles around securing high quality buildings and places, securing a legible street hierarchy and making optimum use of land.
- Principles to secure the sensitive integration of the development into its rural setting and include an 'area of separation' to Diseworth as previously considered by the Committee (in November 2025 and January 2026).
- Additional design principles specific to the employment areas.
- Additional design principles specific to the centres and community facilities.
- Additional principles relating to transport & movement, to further encourage sustainable movement and secure a range of mitigation measures across the wider transport network, including the need to make proportionate contributions towards public transport and wider strategic improvements.
- Additional principles to consider and mitigate against potential noise impacts.
- Additional principles to ensure that proposals come forward in accordance with an approved masterplan and design codes, and that ad hoc or piecemeal proposals would not be acceptable.

8.8 The revised policy wording and amended allocation inset map is set out at **Appendix F**.

9 NEXT STEPS

9.1 The policy areas outlined above will be included in the full draft of the New Local Plan which will be reported to the June Local Plan Committee. Whilst this is later than the May Local Plan Committee which was identified in the Local Plan update report in March, this will not have a material impact on the Regulation 19 consultation which, subject to Council approval, is still expected to take place in July and August 2026.

9.2 It is now the intention to report the outstanding policies to the Local Plan Committee on 20 May 2026.

Table 2 – Policies to be reported to future meetings

Policy H1	Housing strategy
Policy H5	Affordable housing
Policy H9	Provision for Gypsies & Travellers and Travelling Showpeople
Policy H11	Accessible, Adaptable and Wheelchair User Housing
Policy Ec1	Economic strategy
Policy x	[Infrastructure in and around M1J24]

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Planning and regeneration - Communities and housing
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. Consultation on the Draft Plan will be undertaken at Regulation 19 stage.
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Tom James Interim Planning Policy Team Manager tom.james@nwleicestershire.gov.uk

M1 J23a/J24; A50 J1 location

EMP90 Land south of East Midlands Airport (EMP90)

[plan to follow]

Policy

1. Land to the south of East Midlands Airport, as shown on the Policies Map, is allocated for some 300,000 sqm (excluding mezzanines) of strategic-scale warehousing (Use Class B8) and manufacturing (Use Class B2) with ancillary offices (Use Class E(g)(i)) and a training centre for use by the site occupiers (Use Class F1(a)). No more than 20% of the total B2/B8 floorspace will be for manufacturing use.

A subsidiary element of uses falling within Use Classes E(g)(ii) and E(g)(iii) and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- (a) significant economic benefits will result; and
- (b) strategic warehousing will be the predominant use of the site.

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

Masterplan/phasing

A masterplan for the whole site must be submitted to and approved by the Council prior to any planning applications being determined, unless one has previously been approved through a Development Consent Order process. The masterplan will demonstrate how the whole site will be developed in a co-ordinated and comprehensive way, including development phasing.

Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- (a) respond positively to, and integrate successfully with, the site's landscape setting;

- (b) minimise as far as possible the visual impacts of development;
- (c) provide an extensive landscaped setting for development within the site boundaries. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers which incorporate native species planting and naturalistic bunding are provided along visually sensitive boundaries including the frontage to A453; and
- (d) deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- (a) take full account of the site's topography in the design of the scheme, including building heights;
- (b) Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the scheme;
- (c) Achieve effective and permanent separation, both visual and physical, between Diseworth and the development, including by ensuring substantial areas of land within the site boundary remain free of built development;
- (d) Maintain and enhance the existing network of Public Rights of Way which coincide with the site and, in addition, expand public access to the countryside in this location; and
- (e) Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design.

Heritage

Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets. This will include securing a countryside setting to Diseworth Conservation Area which maintains the village's legibility as a stand-alone historic settlement set within its agricultural context.

Airport

In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.

Green Infrastructure

Development proposals will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside and, where appropriate, extends public access to the countryside in this location. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Surface water

The applicant will prepare a site-wide Drainage Strategy, including a site-wide approach to SuDS, which will demonstrate how the following requirements will be met:

- (a) there will be no transfer of flows from one catchment to the other;
- (b) discharge rates will meet the Lead Local Flood Authority's requirements;
- (c) any surface water discharging into a watercourse which in turn flows to Lockington Marshes SSSI or Attenborough Gravel Pits SSSI must first be directed through an appropriate SuDS scheme prior to discharge; and
- (d) existing properties will not be exposed to increased flood risk from any source.

Highways, Transport and Freight

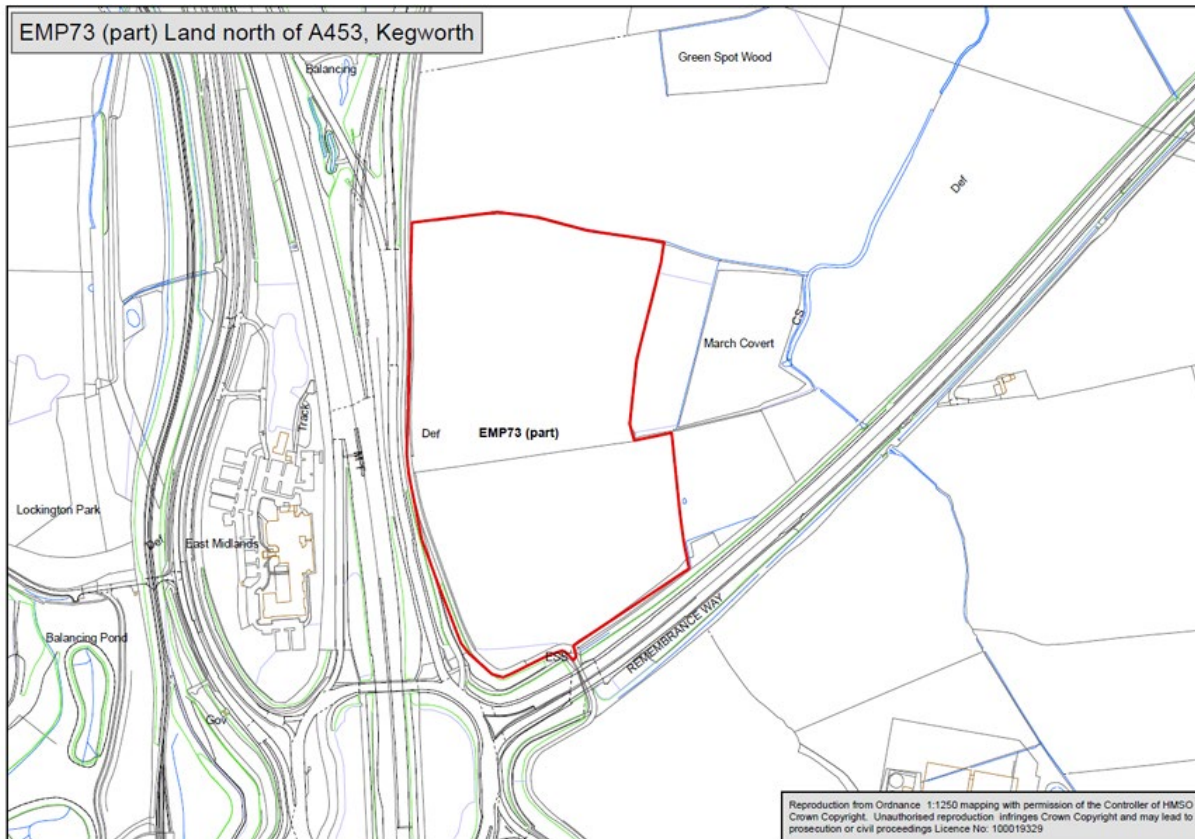
Proposals for the site will be required to;

- (a) Provide for a safe and suitable access from A453;
- (b) Deliver off-site highway improvements in line with Policy xx;
- (c) Support sustainable travel choices by businesses, employees and visitors by;
 - a. Providing an integrated walking and cycling network within the site with connections to existing Public Rights of Way which adjoin the site; and
 - b. Providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Castle Donington, Kegworth, Derby and Nottingham.
- (d) Demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.

Parking

Proposals for the site will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

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



Policy

1. Land north of Remembrance Way A453) Kegworth, as shown on the Policies Map, is allocated for around 33,600 sqm of strategic warehousing (Use Class B8) and ancillary offices (Use Class E(g)(i)). A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii) and B2 will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

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

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;

- b. minimise as far as possible the visual impacts of the development;
- c. provide an extensive landscaped setting for development. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers and naturalistic bunding are provided along visually sensitive boundaries; and
- d. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- a. Demonstrate that the proposed building heights will not result in unacceptable adverse visual impacts;
- b. Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the scheme;
- c. Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design; and
- d. Locate built development on the parts of the site within Flood Zone 1 only.

Green Infrastructure & Ecology

Proposals for the site will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

The surface water management strategy for the site will ensure that any adverse impacts on the Lockington Marshes SSSI during construction and operation of the site are avoided.

Highways and Transport

Proposals for the site will be required to:

- a. Provide for a safe and suitable access from Derby Road via a new link under the A453 and through Land north of Derby Road (EMP73 part);
- b. Deliver the off-site highway improvements in line with **Policy xx**;
- c. Support sustainable travel choices for employees and visitors by;

- i. Providing an integrated walking and cycling network within the site with connections to Derby Road via Land north of Derby Road (EMP73 part); and
- ii. Provide access to high-quality, frequent and accessible bus services which connect the site to key settlements, including Kegworth, Castle Donington, Derby and Nottingham.

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

Derwent Valley Aqueduct

The development will not compromise the function and integrity of the Derwent Valley Aqueduct which runs beneath the site.

Minerals

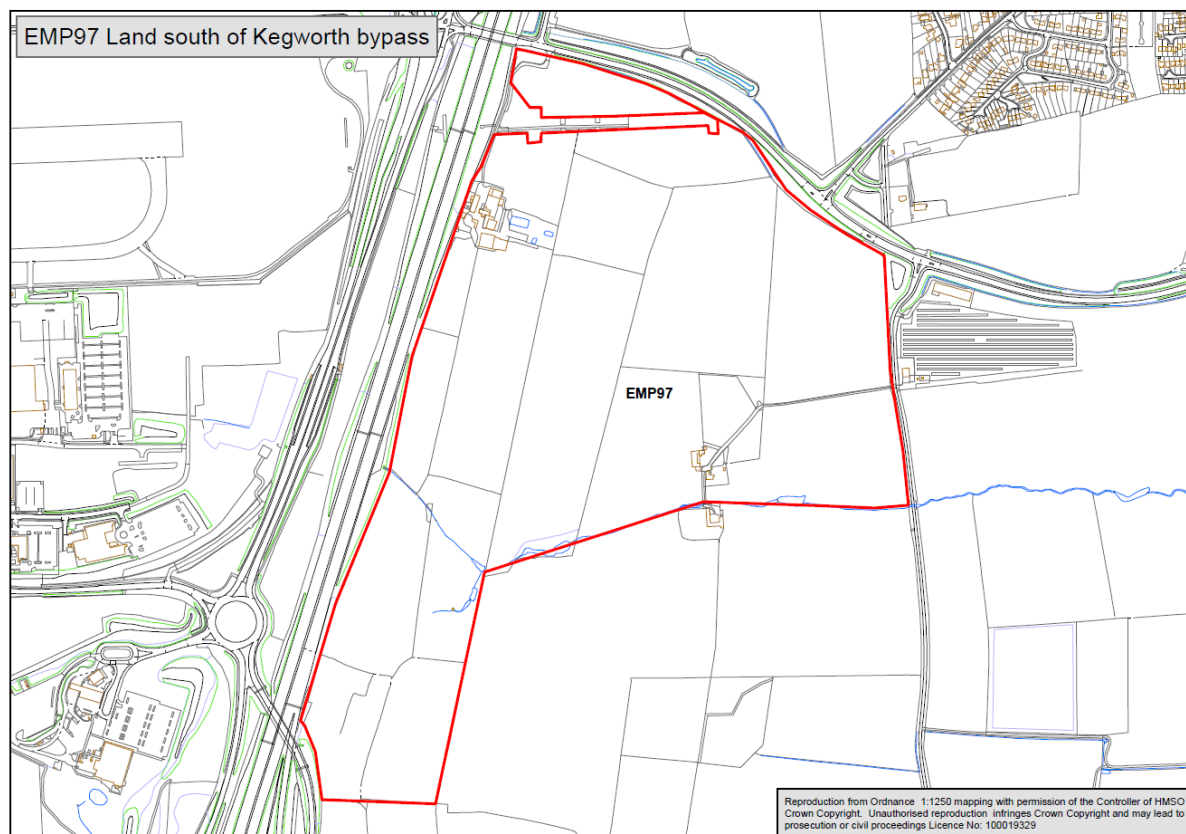
A Mineral Assessment for sand and gravel will be required to:

- a) demonstrate the impact of the proposal on sand and gravel resources; and
- b) assess the proposal against the requirements of Policy M11 of the Leicestershire Minerals and Waste Local Plan 2019 (or its successor).

Airport

In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.

EMP97 – Land south of Kegworth bypass



Policy

1. Land to the south of Kegworth bypass, as shown on the Policies Map, is allocated for around 118,500sqm of strategic-scale warehousing (Use Class B8) and ancillary offices (Use Class E(g)(i)). A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii), B2 and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

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

Masterplan/phasing

Prior to any planning applications being determined, a comprehensive masterplan for the whole site must be submitted to the local planning authority for approval. The masterplan will demonstrate how the whole site will be developed in a co-ordinated and comprehensive way including development and infrastructure phasing.

Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;
- b. minimise as far as possible the visual impacts of the development;
- c. provide an extensive landscaped setting for development within the site boundaries. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers which incorporate appropriate planting and naturalistic bunding are provided along visually sensitive boundaries; and
- d. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- a. Demonstrate that the proposed building heights will not result in unacceptable adverse visual impacts;
- b. Take full account of the site's topography in the design of the scheme, including building heights;
- c. Demonstrate how guidance from the North West Leicestershire Good Design Guide has been applied to the design of the scheme;
- d. Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design; and
- e. Extend public access to the countryside in this location.

Airport

In line with Policy Ec9 – East Midlands Airport: Safeguarding, the design of development, including lighting, solar panels and landscaping, its construction and its operation should not adversely affect operations or safety at East Midlands Airport.

Green Infrastructure & Ecology

Development proposals will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Highways and Transport

Proposals for the site will be required to:

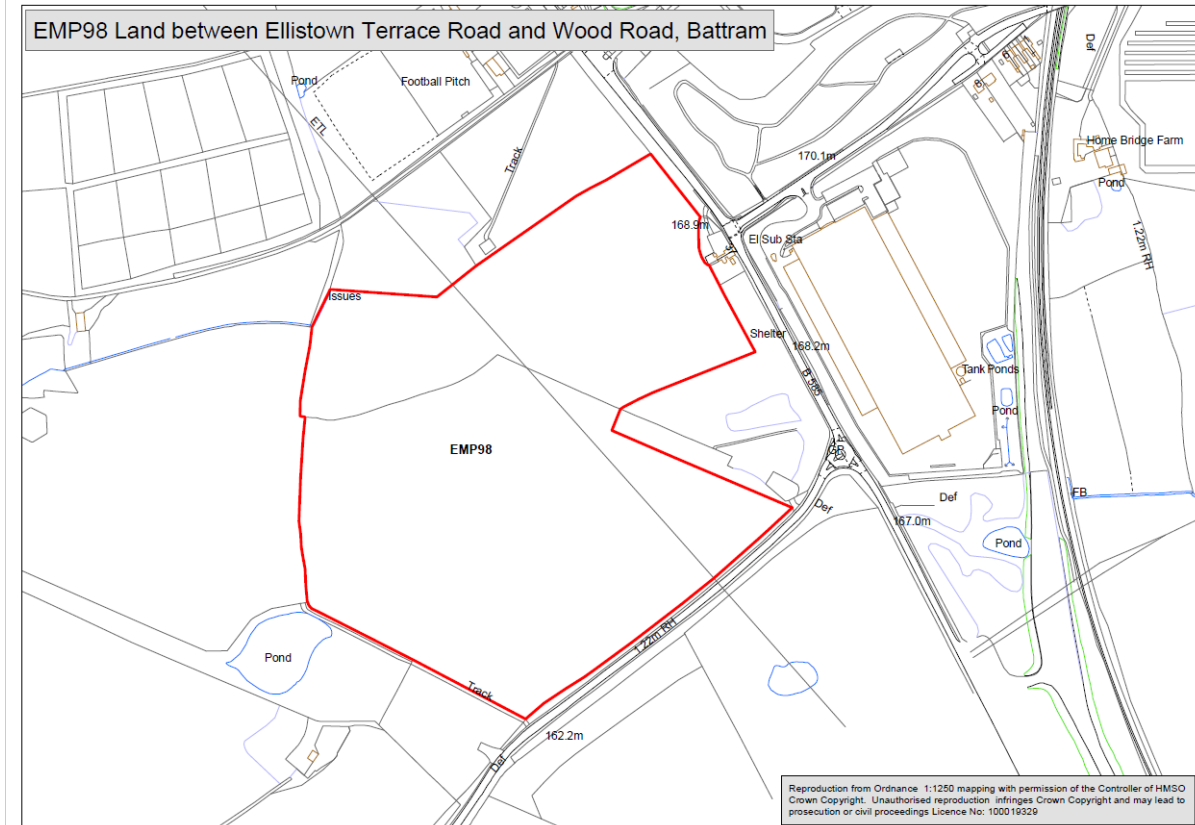
- a. Provide for a safe and suitable access from Whatton Road which secures adequate visibility splays (both horizontal and vertical) at the site access on Whatton Road and at the existing junction of A6 Kegworth Bypass/Whatton Road.
- b. Deliver off-site highway improvements in line with Policy xx;
- c. Support sustainable travel choices for employees and visitors by
 - i. Providing an integrated walking and cycling network within the site with connections to existing walking and cycling routes along A6 Kegworth bypass; and
 - ii. Providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Kegworth, Castle Donington, Derby and Nottingham.

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

Bardon Location

EMP98 – Land between Ellistown Terrace Road and Wood Road, Battram



Policy

1. Land between Ellistown Terrace Road and Wood Road, as shown on the Policies Map, is allocated for around 55,000 sqm of warehousing (Use Class B8) and ancillary offices (Use Class E(g)(i)). The site should deliver a mix of strategic-scale and smaller-scale warehousing. A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii) and B2 will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. warehousing will be the predominant use of the site.

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

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;
- b. minimise as far as possible the visual impacts of the development;
- c. provide an extensive landscaped setting for development within the site boundaries which incorporates National Forest planting. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers and naturalistic bunding are provided along visually sensitive boundaries; and
- d. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- a. Demonstrate that the proposed building heights will not result in unacceptable adverse visual impacts;
- b. Take full account of the site's topography in the design of the scheme, including building heights;
- c. Demonstrate how guidance from the North West Leicestershire Good Design Guide has been applied to the design of the scheme;
- d. Ensure that any adverse noise, vibration and visual impacts on residential properties, in particular those fronting Ellistown Terrace Road, are fully addressed through the scheme's design;
- e. Achieve effective and permanent separation, both visual and physical, between the development and Battram; and
- f. Ensure an appropriate buffer to the pylons and overhead power lines that cross the site.

Heritage

Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets, in particular the setting of Pickering Grange Farmhouse (Grade II).

Green Infrastructure & Ecology

Proposals for the site will incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside including Battram Turn candidate Local Wildlife

Site. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Highways and Transport

Proposals for the site will be required to:

- a. Provide for a safe and suitable access from Wood Road;
- b. Deliver the off-site highway improvements required to mitigate development in full; and
- c. Provide an integrated walking and cycling network within the site incorporating the existing public right of way (Q87) and connecting to the existing footpaths on Wood Road and on Ellistown Terrace Road.

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

Land stability

Proposals will be required to demonstrate that land stability and contamination from the historic landfill site on adjacent land will not be prohibitive of future development.

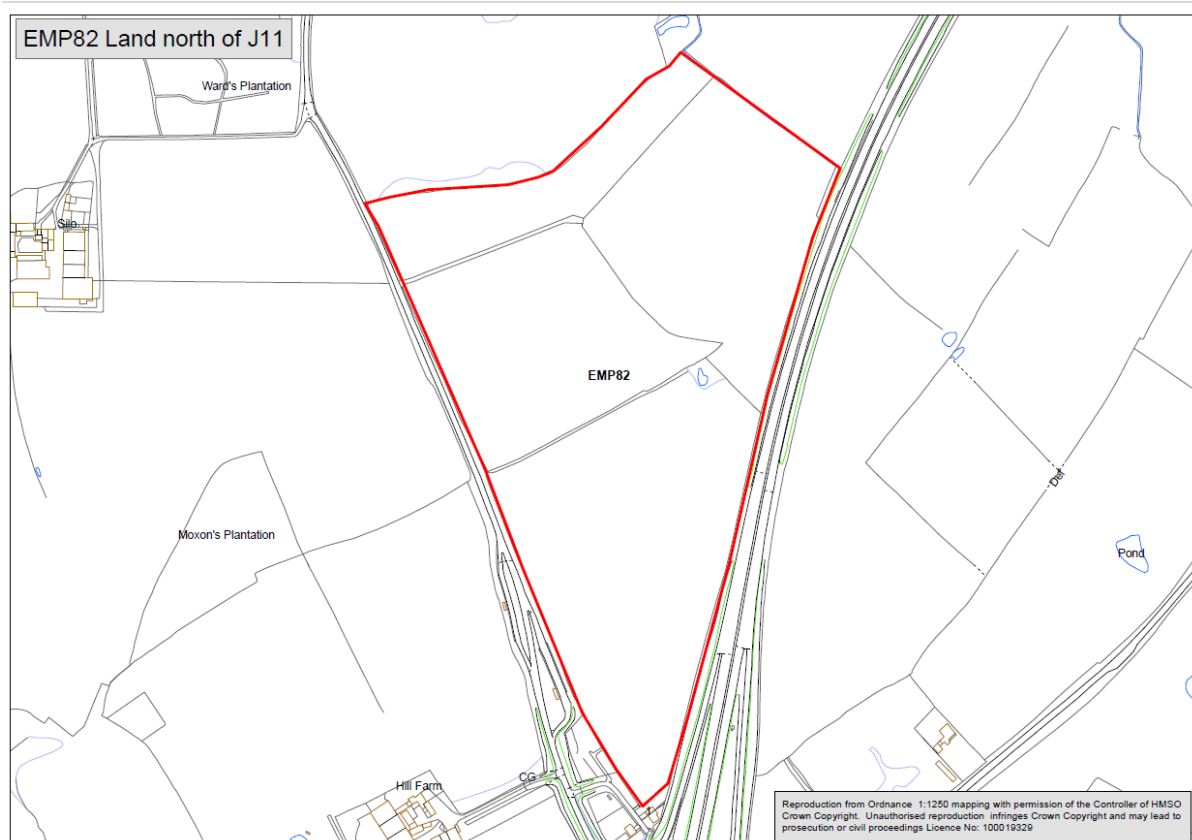
Minerals

A Mineral Assessment will be required to:

- a) demonstrate the impact of the proposal on brick clay resources; and
- b) assess the proposal against the requirements of Policy M11 of the Leicestershire Minerals and Waste Local Plan 2019 (or its successor).

A/M42 Location

EMP82 Land north of J11 (Mercia Park II)



Policy

1. Land to the north of J11 A/M42, as shown on the Policies Map, is allocated for around 97,300sqm of strategic-scale warehousing (Use Class B8), industry (Use Class B2) and ancillary offices (Use Class E(g)(i)). A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii) and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

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

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;
- b. minimise as far as possible the visual impacts of the development;
- c. provide an extensive landscaped setting for development within the site boundaries which incorporates National Forest planting. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers and naturalistic bunding are provided along visually sensitive boundaries; and
- d. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to;

- a. Have maximum building heights of 22m unless it is clearly demonstrated through a LVIA that exceeding this height will not result in unacceptable adverse visual impacts;
- b. take full account of the site's topography in the design of the scheme;
- c. Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the development;
- d. Extend public access into the site; and
- e. Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design.

Green Infrastructure & Ecology

Proposals for the site will be required to:

- a. Demonstrate that there will be no adverse impacts on the integrity of the River Mease SAC/SSSI as a result of development; and
- b. Incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Heritage

Informed by the findings of a comprehensive Heritage Impact Assessment, proposals for the site will minimise any adverse impacts on the significance of heritage assets

including the Church of St Michael (Grade II*) and Park Farmhouse, Stretton en le Field (Grade II).

Highways and Transport

Proposals for the site will be required to:

- a. Provide for a safe and suitable access from Tamworth Road (A444);
- b. Deliver the off-site highway improvements required to mitigate development in full; and
- c. Support sustainable travel choices for employees and visitors by providing an integrated walking and cycling network within the site which also connects to the existing Mercia Park development and the bus stops therein.

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

EMP83/84/94 – Land north-east of J11 A/M42



Policy

1. Land to the north-east of J11 A/M42, as shown on the Policies Map, is allocated for around 135,000sqm of strategic-scale warehousing (Use Class B8) and ancillary offices (Use Class E(g)(i)). A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii), B2 and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

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

Masterplan/phasing

Prior to any planning applications being determined, a comprehensive masterplan for the whole site must be submitted to the local planning authority for approval. The

masterplan will demonstrate how the whole site will be developed in a co-ordinated and comprehensive way, including development and infrastructure phasing.

Subsequent planning applications must adhere to the approved masterplan. The justification for any departure from the approved masterplan must be clearly demonstrated.

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;
- b. minimise as far as possible the visual impacts of the development;
- c. provide an extensive landscaped setting for development within the site boundaries which incorporates National Forest planting. This will include ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers and naturalistic bunding are provided along visually sensitive boundaries; and
- d. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- a. Ensure development is set back from the Tamworth Road frontage;
- b. Demonstrate that the proposed building heights will not result in unacceptable adverse visual impacts;
- c. take full account of the site's topography in the design of the scheme, including building heights;
- d. Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the development;
- e. Maintain and enhance the existing network of Public Rights of Way which coincide with the site and, in addition, extend public access to the countryside in this location including enabling the appreciation of outward views towards the villages of Measham, Oakthorpe and Appleby Magna ; and
- f. Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design.

Green Infrastructure & Ecology

Proposals for the site will be required to:

- a. Demonstrate that there will be no adverse impacts on the integrity of the River Mease SAC/SSSI as a result of development and, in addition, aim to secure environmental enhancements to the River Mease as part of Biodiversity Net Gain; and
- b. Incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Highways and Transport

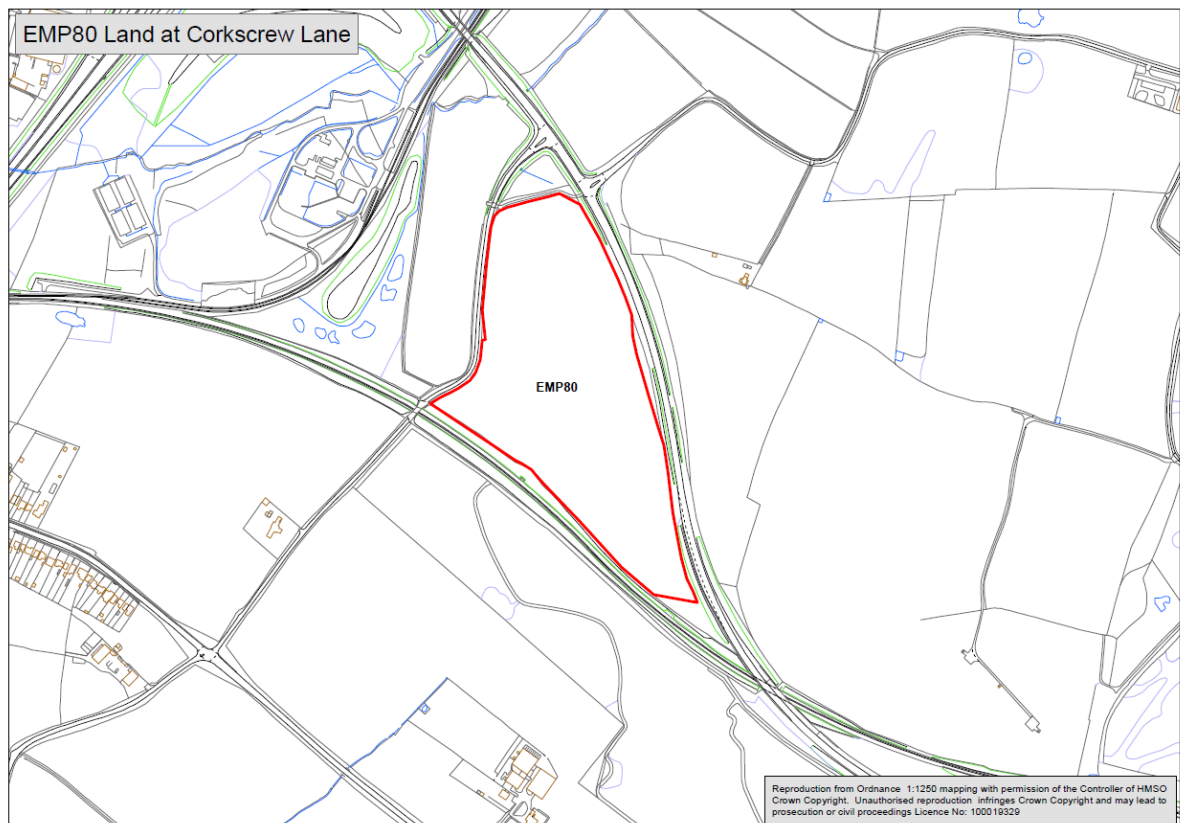
Proposals for the site will be required to:

- a. Provide for a safe and suitable access from Tamworth Road;
- b. Deliver the off-site highway improvements required to mitigate development in full;
- c. Support sustainable travel choices for employees and visitors by;
 - i. Providing an integrated walking and cycling network within the site;
 - ii. Creating a safe walking route to the bus stop opposite the Tamworth Road/Measham Road junction ; and
 - iii. Providing high-quality, frequent and accessible bus services which connect the site and key settlements, including Measham.

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

EMP80 – Land at Corkscrew Lane, near Ashby de la Zouch (J13 A42)



Policy

1. Land at Corkscrew Lane, near Ashby de la Zouch, as shown on the Policies Map, is allocated for around 46,500sqm of strategic-scale warehousing (Use Class B8), industry (Use Class B2) and ancillary offices (Use Class E(g)(i)). A subsidiary element of uses falling within Use Classes E(g)(ii), E(g)(iii) and non-strategic warehousing (B8) will be acceptable provided it is clearly demonstrated that:

- a. significant economic benefits will result; and
- b. strategic warehousing will be the predominant use of the site.

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

Landscape and Visual Impact

Informed by the findings of a comprehensive Landscape and Visual Impact Assessment (LVIA), proposals for the site will be required to;

- a. respond positively to, and integrate successfully with, the site's landscape setting;
- b. provide an extensive landscaped setting for development within the site boundaries which incorporates National Forest planting. This will include

ensuring existing landscape features are retained and enhanced wherever possible and substantial landscape buffers and naturalistic bunding are provided along visually sensitive boundaries; and

- c. deliver the most important elements of landscape mitigation in advance of development.

Design & Layout

Proposals for the site will be required to:

- a. Have maximum building heights of 23m unless it is clearly demonstrated through a LVIA that exceeding this height will not result in unacceptable adverse visual impacts;
- b. take full account of the site's topography in the design of the scheme;
- c. Demonstrate how the guidance from the North West Leicestershire Good Design Guide has been applied to the design of the development;
- d. Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design.

Green Infrastructure & Ecology

Proposals for the site will be required to:

- a. Demonstrate that there will be no adverse impacts on the integrity of the River Mease SAC/SSSI as a result of development; and
- b. Incorporate an integrated network of green and blue infrastructure that relates to the topography, natural features and existing habitat across the site and surrounding countryside. Green corridors will achieve enhanced ecological connectivity within the site and provide connections to land beyond the site.

Highways and Transport

Proposals for the site will be required to:

- a. Provide for a safe and suitable access from Corkscrew Lane;
- b. Deliver the off-site highway improvements required to mitigate development in full;
- c. Support sustainable travel choices for employees and visitors by;
 - i. Providing an integrated walking and cycling network within the site;and

- ii. Contributing to the delivery of upgraded cycling, walking and bus links between the site and Ashby de la Zouch and Coalville

Parking

The development will provide sufficient on-site parking, loading and waiting space to meet the full operational needs of the site.

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RESPONSES TO PROPOSED POLICIES

CHAPTER: 6	POLICY NUMBER: H4	POLICY NAME: Housing Types and Mix
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
(1) To achieve mixed, balanced communities and to address the changing needs of households over time, planning applications for residential and mixed-use schemes should provide a mix of housing types and sizes including custom and self-build plots in accordance with the requirements of Policy H7 [to follow]				
Would like to see a clause prohibiting the construction of long rows of identical homes, it needs to be more mixed up to promote character in the development.	Whilst this is a design consideration, achieving a suitable mix of different sized homes should contribute towards a more mixed development.	No change	175	Oakthorpe, Donisthorpe & Acresford Parish Council
(2) The dwelling size breakdown in the HENA is the starting point + (2)(a) and (2)(b) – Deviation from the HENA requirements				
[The HENA is a moment in time so to apply this across the whole plan period would be inappropriate]	The policy makes reference to it being the starting point. The supporting text can confirm that if the HENA (or Housing Mix Update Paper which is now the most up-to-date evidence) is superseded by an evidence update then that would be a reason for deviating from the mix in the policy.	Add explanation to the supporting text.	161; 184; 193; 211; 216; 235	Mather Jamie (The Whatton Estate); Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)
[The housing mix table should be removed from the policy itself and inserted into the supporting text. The supporting text should refer to any successor versions of the HENA]	The adopted Local Plan states the Council will have regard to the latest evidence of housing needs and includes a suggested mix in the supporting text. With these	Update the housing mix table so it reflects the most up-to-date evidence.	161; 184; 193; 211; 216; 235	Mather Jamie (The Whatton Estate); Pegasus Group (Hallam Land Management);

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
	<p>measures in place, 45% of market homes built between April 2018 and March 2025 have been 4+-bed and 11% have been 2-bed. This is in contrast with the suggested mix in the adopted Local Plan of 10-20% for 4-beds and 30-40% for 2-beds. The policy has not been effective in achieving a mix in line with the evidence. We have chosen to include the mix in the policy to provide clarity and give greater policy weight to the requirements.</p> <p>As stated above, the supporting text can reference any evidence which supersedes the Housing Mix Update Paper.</p>	<p>Add explanation to the supporting text about any successor versions of the evidence base.</p>		<p>Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)</p>
<p>[Housing mix should be based on the most up to date evidence which is regularly reviewed]</p>	<p>Noted – the Local Plan is now underpinned by a Housing Mix Update Paper (HMUP).</p>	<p>No change</p>	<p>188</p>	<p>C.Green Planning (Cadwallader Family)</p>
<p>[The evidence required to support the housing mix should be proportionate to the development and not overly onerous].</p>	<p>Noted</p>	<p>No change</p>	<p>237</p>	<p>HBF</p>
<p>[There are differences between the findings of the Local Housing Needs Assessment (LHNA) (2019) and the Housing and Economic Needs Assessment (HENA) (2022) on the matter of housing mix. The Topic Paper recognises that</p>	<p>The 2019 LHNA is now seven years old. More up-to-date evidence, in the form of the Housing Mix Update Paper (an update to the 2022 HENA) has now been prepared.</p>	<p>No change.</p>	<p>214</p>	<p>Stantec (Bloor Homes & Taylor Wimpey)</p>

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
<p>recommendations of the LHNA and HENA can be used as guidelines to consider the appropriate mix on larger development sites. Reference to this should be made in Policy H4]</p>				
<p>[Policy should include a suitable site size threshold]</p>	<p>The draft policy does have a threshold as Part 1 applies to major developments only (10+ dwellings or 0.5ha+). This is because for smaller schemes, it may not be possible to achieve a HENA-compliant mix.</p> <p>However, this threshold in part (1) means that there would be no policy control over a proposal such as 9x 5-bed homes. On reflection, part (1) should apply to all development and the more specific requirements in part (2), which cite the HENA as the starting point, should apply to major development only.</p>	<p>Amend the thresholds for parts (1) and (2) of the policy as shown later in this Appendix.</p>	<p>188</p>	<p>C.Green Planning (Cadwallader family)</p>
<p>There should be a higher proportion of 1 and 2-bed market homes to address the needs of younger people]</p>	<p>The Housing Mix Update Paper sets out a requirement of between 0-5% market 1-bed homes and 25-30% 2-bed homes. The need for affordable 1 and 2-bed homes is greater than market housing, especially for rented properties including those for older people.</p>	<p>No change</p>	<p>175</p>	<p>Oakthorpe, Donisthorpe & Acresford Parish Council</p>

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
The consideration of the housing type and mix is useful, there is need to ensure that enough affordable homes (rent & shared ownership) developed. Relationships with Social Housing providers and provision of NWL increasing its own stock will be key.	Noted – and there is a separate policy on the matter of affordable housing.	No change	651	Amanda Hack
<ul style="list-style-type: none"> • [Policy is overly prescriptive • 5% flexibility in part 2(a) is too narrow • Flexibility is key to ensure that delivery is not hindered • The flexibility should be increased to 10% 	The Housing Mix Update Paper now expresses the recommended housing mix as a range rather than a fixed amount. This allows 5% flexibility so the reference to 5% deviation can be deleted from parts (2)(a) and (2)(b). Notwithstanding this, the policy does allow further deviation, but this needs to be justified with reference to the policy criteria.	<p>Update part (2) to reference the latest evidence on housing mix as the starting point.</p> <p>As the recommended mix is now expressed as a 5% range, delete the reference to 5% in parts (2)(a) and (2)(b)</p>	135; 147; 161; 182; 184; 188; 193; 211; 214; 216; 237; 243	Marrons (Strata); Gladman Developments; Mather Jamie (The Whatton Estate); Boyer Planning (Redrow Homes); Pegasus Group (Hallam Land Management); C.Green Planning (Cadwallader Family); Pegasus Group (Davidsons); Stantec (Bloor Homes & Taylor Wimpey); Pegasus Group (Westernrange); Home Builders Federation; Avison Young (Jelson Homes)
<ul style="list-style-type: none"> • [Mix should be determined on a site-by-site basis at the time of the 	The NPPF states that the size, type and tenure of housing needed by different groups should be	No change	150; 161; 182; 183; 184; 193;	Savills (David Wilson Homes); Mather Jamie (The Whatton

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
<p>application – demand can change over time</p> <ul style="list-style-type: none"> • Mix should be informed by market demand and/or viability • 1 and 2-bed homes are not in market demand, particularly in more rural locations • Other local and site-specific circumstances such as rural v urban setting proximity to public transport should also be taken into account • Policy could result in developments that don't respond to the site's character and context • Policy doesn't consider the scale of the site] 	<p>“reflected in planning policies” (paragraph 63). Policy H4 is considered an appropriate means to do this. The policy does allow for an element of flexibility based on a several considerations (parts (2)(a) and (2)(b) of the policy), including the character of the site and the local stock profile.</p>		<p>211; 214; 216; 232; 237; 243</p>	<p>Estate); Boyer Planning (Redrow Homes); Turley (Clowes, Redrow and Wilson Estates); Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Stantec (Bloor Homes & Taylor Wimpey); Stantec (Caddick Land); Pegasus Group (Westernrange); Home Builders Federation; Avison Young (Jelson Homes)</p>
<p>A further clause should be added to part 2(a) to cover “relevant local housing market conditions”</p>	<p>The reference to ‘local stock profile and dwellings which have been permitted/built’ is considered to be sufficient.</p>		<p>161; 183</p>	<p>Mather Jamie (The Whatton Estate); Turley (Clowes, Redrow and Wilson Estates)</p>
<p>[Has no objection to the Council providing <i>guidance</i> on housing mix but H4 is too restrictive and will quickly become out of date]</p>	<p>In view of the market's preference to build larger homes, non-statutory guidance may not have sufficient weight in the planning process to achieve a suitable housing mix in line with the Council's evidence.</p>	<p>No change</p>	<p>243</p>	<p>Jelson</p>

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Policy should recognise that need/demand will vary from area to area and site to site.	The policy allows for an element of flexibility, where this can be justified, including with reference to the site's character and context (Part 2(a)(i)).	No change.	237; 243	Home Builders Federation; Avison Young (Jelson Homes);
[The prescribed mix does not recognise that the number of bedrooms is a blunt measure and does not reflect realistic room use, e.g. using a bedroom as a home office]	Whilst we noted this as a disadvantage in the Regulation 18 consultation, it does not outweigh the benefits of the policy. There is an indication that the current stock is 'under-occupied' with the 2021 Census confirming that across Leicester and Leicestershire, 85% of owner-occupiers have at least one spare bedroom (2021 Census).	No change	182	Boyer Planning (Redrow Homes)
[The policy provides clarity with an appropriate degree of flexibility and allows applicants to justify more significant departures from the HENA]	Noted	No change	187; 656	Define Planning & Design (Bloor Homes); Define Planning & Design (Rosconn Strategic Land)
[Agrees with the criteria in 2(a) and supports the dwelling size breakdown informed by the HENA on the basis that 5% deviation is allowed without justification]	Noted	No change	245; 256;	Evolve Planning (Bloor Homes); Evolve Planning (Cameron Homes)
Its useful for us to have guidelines for NWLDC's desired house types to work to, but also to have the ability to flex these standard when the site, location or housing needs require it.	Noted	No change	641	emh

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
[Deviation from the HENA should be acceptable where an outline planning permission or design code indicates this is the case]	Deviation from the starting point mix would need to be justified in line with the policy requirements of H4(2).	No change	135	Marrons (Strata)
[Policy will need to viability tested and the impact on affordable housing delivery should be considered]	Noted, the policy will form part of a whole Local Plan Viability Assessment	No change pending outcome of the viability assessment	184; 193; 211; 216; 235; 237	Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange); HBF
[Further flexibility should be added to 2(b)(vi) relating to the Registered Provider's interest in taking on a site alongside technical or operating requirements]	Part 2(b)(vi) makes reference to the Registered Provider's requirements . Further detail can be provided in the supporting text rather than expanding the policy.	No change	135	Marrons (Strata)
(4) Developments which include housing suitable for older people will be supported. For schemes of 50+ dwellings, and in addition to the requirements of Policy H11 – Accessible, Adaptable and Wheelchair-user Homes, a proportion of the 1- and 2-bed homes should be in the form of bungalows or other single level housing.				
[Would support both a criteria-based policy and an element in larger schemes as such accommodation must be accessible. The permission granted at the Willows on Ashby Road, Moira, is an example of highly inaccessible elderly accommodation which should not be permitted going forward.]	Noted	Add criteria to part (4) which focus on residents' everyday needs being met without the use of a car. Confirm in supporting text that	92	Ashby Town Council

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
[The proposed approach to older people's housing is supported in-principle. The 'criteria-based' element of the proposed approach should include 'proximity to existing and proposed LTN 1/20 compliant cycle/wheeling infrastructure'. Provision of older people's housing within larger sites would benefit from being located in proximity to any onsite LTN 1/20 facilities that are to be provided.]		larger site allocations will have a requirement for specialist housing, with a focus on extra-care and housing with care. The site allocation policies for these sites will be updated in the Reg 19 Plan.	341	LCC
[Each opportunity for specialist housing needs to be individually assessed as proximity to other community assets/resources and transport links are essential to understand. Also, demand does fluctuate over extended periods of time]	Noted	See above with regards to part (4) policy criteria.	341	Leicestershire County Council
[Criterion (4) is inadequate and will not secure the types of accommodation listed at para 6.16. The use of 'supported' does not require developments to include housing for older people, and 'a proportion' does not guarantee adequate provision]	Noted	See above with regards to the provision of older persons housing on our larger housing allocations.	134	Kegworth Parish Council
It would be useful to have an indication of what 'proportion' of 1- and 2-beds homes would need to be single-storey to meet requirements.	We don't have evidence which would justify the requirement for a specific proportion of bungalows.	Add criteria (5) supporting the provision of bungalows and other	641	EMH

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
[Part (4) should state what proportion of the 1 to 2-beds should be bungalows]	However, we do have evidence supporting the provision of specialised older persons housing (i.e. housing with varying degrees of support) and accessible, adaptable and wheelchair user housing. Subject to viability testing, the draft Local Plan goes further than the adopted Local Plan in achieving a mix of homes for older people and those with disabilities.	single level homes as part of housing developments.	175	Oakthorpe, Donisthorpe & Acresford Parish Council
The requirement for bungalow/single level housing needs to be weighed against viability and effects on site density.	Noted	No change	147; 237	Gladman; HBF
Council should work with providers of older persons accommodation to identify appropriate sites for allocation. This would provide more certainty that the need for such accommodation will be met.	Noted	See above with regards to the provision of older persons housing on our larger housing allocations.	237	HBF
Other Issues				
...the Council should assess the demands for private-rent accommodation to allow the new local plan to address this need and comply with the requirements of the NPPF	The policy reflects the need identified in the Housing Mix Updated Evidence	No change	232	Caddick Land
There is a need to balance the housing mix within the Sustainable Villages to meet changing	The evidence underpinning this policy assesses need at a district level rather than on settlement	No change	245; 256	Evolve Planning (Bloor Homes);

APPENDIX B: POLICY H4 - HOUSING TYPES AND MIX

MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
<p>demographic needs. The minimal levels of housing growth afforded to these 17 settlements through the spatial strategy would instead compound housing choice, particularly for an ageing rural population where the need for adaptable and accessible and wheelchair accessible properties will increase too.</p>	<p>hierarchy basis. If there is a case to deviate from the recommended housing mix, this will need to be made at the application stage.</p>			<p>Evolve Planning (Cameron Homes)</p>
<p>Needs are likely to vary across different areas and may require a more bespoke approach e.g. to ensure the housing types and mix at strategic sites within the International Gateway area aligns as closely as possible with the proposed job growth in this area e.g. through the EM Freeport proposals. Conversely, if allowing 'the market to decide' is likely to lead to continued excesses and deficits of particular house types/sizes, this is in turn likely to encourage less sustainable patterns of travel demand – e.g. people living and working further apart, requiring journeys that are less likely to be achievable via walking, cycling and passenger transport.</p>			<p>341</p>	<p>LCC</p>
<p>Housing mix needs to be clear as it impacts the quantity of additional pupil places required.</p>	<p>Noted</p>	<p>No change</p>	<p>341</p>	<p>LCC</p>

Draft Policy H4 –Housing Types and Mix (Strategic Policy)

- (1) To achieve mixed, balanced communities and to address the changing needs of households over time, planning applications for ~~major~~ residential and mixed-use schemes should provide a mix of housing types and sizes, ~~including custom and self build plots in accordance with the requirements of Policy H7 [to follow]~~
- (2) ~~For all new residential development of 10 or more dwellings, The~~ starting point for housing mix will be the Leicester and Leicestershire Housing Mix Update Paper (2026); ~~dwelling size breakdown in the HENA is the starting point:~~

	1-bed	2-bed	3-bed	4-bed
Market	5%	35%	45%	15%
Affordable for Rent	35%	40%	20%	5%
Affordable Ownership	15%	40%	35%	10%

	<u>1-bed</u>	<u>2-bed</u>	<u>3-bed</u>	<u>4+bed</u>
<u>Market</u>	<u>0-5%</u>	<u>25-30%</u>	<u>45-50%</u>	<u>20-25%</u>
<u>Affordable home ownership</u>	<u>10-15%</u>	<u>40-45%</u>	<u>35-40%</u>	<u>5-10%</u>
<u>Affordable housing (general needs rented)</u>	<u>30-35%</u>	<u>35-40%</u>	<u>15-20%</u>	<u>10-15%</u>
<u>Affordable housing (rented) – older people</u>	<u>65-75%</u>	<u>25-35%</u>		

- (a) For market housing, any deviation ~~of more than 5%~~ from any of the figures in the HENA Housing Mix Update Paper must be justified with reference to whichever of the following are relevant:
- (i) character and context of the application site;
 - (ii) local stock profile and dwellings which have been permitted/built;

(iii) the nature of the scheme (e.g. flats, conversion of an existing building).

(b) For affordable housing, any deviation ~~of more than 5%~~ from any of the figures in the ~~Housing Mix Update Paper HENA~~ must be justified with reference to whichever of the following are relevant:

- (i) character and context of the application site;
- (ii) local stock profile and dwellings which have been permitted/built;
- (iii) the nature of the scheme (e.g. flats, conversion of an existing building).
- (iv) the Housing Register;
- (v) up to date local housing needs information;
- (vi) the Registered Provider's requirements.

~~(3)~~ 100% affordable housing schemes are required to demonstrate how the proposal will contribute to the objective of creating mixed and balanced communities.

~~(4)~~ Developments which include specialist housing suitable for older people and those with disabilities will be supported where they are:

(a) Located in close proximity to local shops, amenities and healthcare facilities;

(b) Accessible by a frequent public transport route; and

(c) Accessible by safe, legible walking, wheeling and cycling routes that avoid steep gradients.

~~(3)~~(5) Housing developments which provide bungalows or other single-level-housing will be supported. For schemes of 50+ dwellings, and in addition to the requirements of Policy H11 – Accessible, Adaptable and Wheelchair user Homes, a proportion of the 1 and 2 bed homes should be in the form of bungalows or other single level housing.

Draft Policy IF8 – Parking, and New Development and Lorry Parking

- (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 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
 - (b) a financial contribution towards the provision of public cycle parking facilities.
- (4) Proposals for **new** lorry parking facilities, **and the extension of existing facilities**, including for over-night stays, will be supported where:
 - (a) The site is well-connected to the Strategic Road Network **or other major A roads, in particular the M1, A42, A50, A453 and A511;**
 - (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 **or facilities are closely related and accessible to the lorry park;**
 - (d) **The scheme provides a safe and secure environment;**
 - (e) The scheme incorporates effective landscaping to mitigate the visual impact of the development;
 - (f) The scheme will not adversely impact on the amenity of nearby residents **nor be accessed through residential areas;** and
 - (g) 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.
- (5) **The loss of existing lorry parking facilities will only be supported where it is clearly demonstrated that there is suitable alternative provision to meet the local need and compensate for the loss or there is no reasonable demand to use the site for a lorry park as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least six months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.**

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APPENDIX D - LONG-TERM MANAGEMENT OF COMMUNITY ASSETS AND STEWARDSHIP

(1) Proposals for major development that include new open space, green or blue infrastructure, or community facilities (as required by policy IF4) must secure appropriate long-term, sustainable management, maintenance and public access through a governance or stewardship strategy agreed with the Council. The strategy should demonstrate the following:

- a) How it has been shaped by meaningful community engagement including with parish and town councils.
- b) That opportunity has first been given to the Council, town or parish Councils for management and maintenance of assets before use of other bodies such as management companies
- c) Where facilities are to be adopted or maintained by these bodies, appropriate financial contributions will be secured.
- d) Where there is a need to establish an appropriate Community Stewardship and Legacy body, there is suitable governance and accountability through community representation.
- e) That suitable funding mechanisms are in place to secure sustainable and resilient arrangements for management, maintenance and stewardship.

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APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

RESPONSES TO PROPOSED POLICIES

CHAPTER: 5	POLICY NUMBER: AP1	POLICY NAME: DESIGN OF NEW DEVELOPMENT
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENT ID	RESPONDENT NAME
Principle of Policy				
Support in principle and/or reserve the right to comment at Regulation 19 stage	Noted	No action required at present.	92; 150; 161; 183; 184; 185; 186; 214; 226; 234	Ashby Town Council; Savills (David Wilson Homes East Midlands); Mather Jamie (The Trustees of the Whatton Estate)' Turley (Clowes Developments, Redrow and Wilson Estates); Pegasus Group (Hallam Land Management); Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments); Stantec UK (Bloor Homes and Taylor Wimpey); Oxalis Planning and Pegasus Group (Harworth Estates and

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

				Caesarea); Turley (IM Properties)
Supports AP1 – Design of new development supporting the health and wellbeing of public, and reducing the need to travel or to travel actively (walking or cycling).	Noted	No action required at present.	45	Leicester, Leicestershire and Rutland Integrated Care Board (ICB)
The proposed approach to streamline the design policy in favour of more detailed guidance in an SPD is supported in principle.	Noted	Include a requirement in Policy AP1 for development proposals to be in accordance with the Council’s Design Guide.	184; 193; 211; 216; 235	Pegasus Group (Hallam Land Management); Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)
Principle of Design Codes and Design Guides				
It is agreed in principle that District Wide Design Codes/Design Guides to guide development are appropriate.	Noted	Include a requirement in Policy AP1 for development proposals to be in accordance with the Council’s Design Guide.	184; 185; 186; 193	Pegasus Group (Hallam Land Management); Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments)
[Any District Design Code needs to acknowledge that site-specific / local circumstances are a key consideration and therefore be flexible e.g. ‘where possible’ rather	In order to clearly set out the Council’s design expectations, the Design Guide uses a range of mandatory,	Include a requirement in Policy AP1 for development proposals to be in accordance with the	150; 161; 188	Savills (David Wilson Homes East Midlands); Mather Jamie (The Trustees of the Whatton Estate); C

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

than applying unrealistic blanket restrictions to all development. This is in accordance with NPPF paragraph 16: ‘plans should be prepared positively in a way that it is aspirational but deliverable’.]	advisory and suggested requirements.	Council’s Design Guide.		Green Planning (Cadwallader Family)
[Design codes should be flexible to allow creativity and bespoke solutions to individual sites within a wider framework].			184; 193	Pegasus Group (Hallam Land Management)
[The provision of Design Codes should reflect local design criteria and issues and not simply duplicate national design guidance.]	The Design Guide reflects the Council’s interpretation of good design.	Include a requirement in Policy AP1 for development proposals to be in accordance with the Council’s Design Guide.	184; 185; 186; 193	Pegasus Group (Hallam Land Management); Pegasus Group (Clowes Developments); Pegasus Group (Wilson Bowden Developments)
There is potential for design codes to stifle good design rather than encourage it, create uniformity and formulaic developments. North West Leicestershire have a successful approach to design which the proposed Supplementary Planning Document approach can further support.	Noted	Include a requirement in Policy AP1 for development proposals to be in accordance with the Council’s Design Guide.	211; 216; 235	Pegasus Group (Davidsons); Pegasus Group (Westernrange); Pegasus Group (Davidsons & Westernrange)
There would be an expectation that design would conform to National	It is officers’ view that the Council’s Design	No change	341	Leicestershire County Council (as landowner)

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

<p>Design Guide requirements with developments maximising their potential to meet Building for Heathy Life standards. Further, it is anticipated that the policy will take full account of the advice given in NPPF Section 12.</p>	<p>Guide is the primary source for what constitutes good design and Policy AP1 does not need to refer to the BfHL document.</p>			
<p>Specific Issues</p>				
<p>[There is increased development pressure on sites intersected by National Gas and National Grid Electricity Transmission infrastructure. To ensure AP1 is consistent with national policy, the following requirement should be included: “x. <i>taking a comprehensive and co-ordinated approach to development including respecting existing site constraints including utilities situated within sites.</i>”]</p>	<p>Noted, however there are numerous factors as well as utilities that need to be considered as part of a site constraints and opportunities exercise. It would not make sense to list every potential factor in the policy itself. Part (3) requires applicants to undertake a opportunities and constraints assessment,</p>	<p>No change</p>	<p>61; 62</p>	<p>Avison Young (National Gas); Avison Young (National Grid)</p>
<p>[Concerned that the wording of the policy could preclude Ashby Town Council from including its own local Design Code into our Neighbourhood Plan.]</p>	<p>The Ashby Neighbourhood Plan Review was made in November 2025 and includes a Design Guidance and Codes document.</p>	<p>No change</p>	<p>92</p>	<p>Ashby Town Council</p>

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

[Highlights several design considerations that would contribute towards safer streets]	Noted and responded to as part of the Design Guide consultation	No change to Policy AP1.	205	Leicestershire Police
<p>[Design codes would be appropriate if they covered measures relating to climate change, carbon capture, biodiversity and nature recovery, for example by:</p> <ul style="list-style-type: none"> • Requiring new developments to fit appropriate features, such as roof top solar panels, from the start rather than retrofitting them in years to come. • Designing the layout of developments to aid the reduction of emissions and increase climate resilience as well as promoting active travel by walking and cycling routes and accessibility to sustainable transport such as bus services. • Requiring increased tree coverage in urban landscapes that can directly reduce temperatures at street level and reduce air-borne pollution in these denser environments.] 	Noted; these themes are addressed in the Design Guide.	No change to Policy AP1	220	CPRE Leicestershire
...reference should be made within this policy to the Natural England Green Infrastructure Planning and	There is a section on green infrastructure in the Design Guide and a	No change	223	Natural England

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

<p>Design Guide 2023 which provides evidence based practical guidance on how to plan and design good green infrastructure. It complements the National Model Design Code and National Design Guide and can be used to help planners and designers develop local design guides and codes with multifunctional green infrastructure at the heart. This will help to inspire the creation of healthier, nature-rich, climate resilient and thriving places to live, learn, work and play. We suggest that the GI design guide should be included in the list of supporting evidence.</p>	<p>separate policy on green and blue infrastructure (IF3).</p>			
<p>[Any design principles established should be flexible and not inadvertently stifle innovation or the evolution of building design. This is particularly important when considering the proposed new settlement of Isley Woodhouse where delivery is anticipated to extend beyond the plan period. Building design principles will undoubtedly change over this time and it is vital to the success of long term schemes that they are able to change with the times and meet evolving building standards.]</p>	<p>Noted; the Council’s planning documents will be reviewed regularly.</p>	<p>Noted</p>	<p>226</p>	<p>Oxalis Planning and Pegasus Group (Harworth Estates and Caesarea)</p>

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

<p>[It is important that any future SPD recognises the specific functional and operational requirements of industrial and logistics developments]</p>	<p>Noted – this has been done in the Design Guide</p>	<p>Noted</p>	<p>234</p>	<p>Turley (IM Properties)</p>
<p>[It is suggested that this policy refers to the need for subsequent maintenance/ upkeep to be considered in the design process to ensure that new developments/places remain “beautiful and safe” over the long-term.]</p>	<p>Noted – we are now proposing a separate policy on stewardship which will be reported to LPC.</p>	<p>Noted</p>	<p>341</p>	<p>Leicestershire County Council</p>
<p>We would like to see new schools located at the heart of their communities with good transport and facility access. School design and the aesthetic should complement the design of the surrounding community. Schools are inclusive and need to ensure the communities they serve support people with protected characteristics.</p>	<p>Schools are dealt with in the design guide.</p>	<p>Noted</p>	<p>341</p>	<p>Leicestershire County Council</p>
<p>[Queries whether the terms ‘beauty/beautiful’ and ‘well-designed’ are appropriate and whether recent housebuilding in the district can be described in these</p>	<p>‘Beautiful’ and ‘well-designed’ are terms used in the National Planning Policy Framework. The</p>	<p>Noted</p>	<p>352</p>	<p>Jeffrey Guy</p>

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

<p>terms. The NBS website has two “widely-accepted definitions of what constitutes sustainable development”: The first “meets the needs of the present without compromising the ability of future generations to meet their own needs”. The second provides “a better quality of life for everyone, now and for generations to come”. Do either of these cover the intent of “sustainable buildings and places”?]</p>	<p>purpose of having a design guide is to make clear what these terms mean to North West Leicestershire District Council.</p>			
<p>I see the NPPF doesn’t help here as the term beautiful is somewhat highlighted – beauty is in the eye of the beholder.</p>			396	Siobhan Dillon
<p>Tree lined streets are a lovely aspiration if the streets are wide enough, the trees are well chosen, and their management considered with respect to the lifespan of a tree outliving the lifespan of most policies. Greenspace planting should be encouraged – shrubs, bushes and hedges can meet many of the ecological enhancements of trees. Trees are good but they are not the only planting options that should be considered</p>	Noted	Noted	396	Siobhan Dillon

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

Comments on the design of existing developments				
<p>The recent development on the Castle Donington bypass already has insufficient parking because the parking allowance per property is insufficient. This needs review. Most families have a minimum of two cars now days, one of which maybe electric. See my note below regarding charging points under 5.33.</p>	<p>Parking provision is dealt with in the Design Guide.</p>	<p>Noted.</p>	<p>255</p>	<p>Johnathan Aust</p>
<p>To make properties attractive they need more space around them and woodland areas for children to play and adults to walk. A walk around the housing estate and warehouse has no appeal in comparison.</p>	<p>Open space requirements are dealt with as part of Policy IF4.</p>	<p>Noted</p>	<p>255</p>	<p>Johnathan Aust</p>
<p>AP1 Talks about creating "beautiful and safe places". This is something we can all agree with, however the practice is less successful: it has failed in Grange Road developments in terms of beauty, trees, sustainable transport, pollution of water courses: sewage discharges into River Sence has increased since the development. Excess traffic affecting existing residents, also problems with access to schools (insufficient places) and doctors. Light pollution</p>	<p>Aside from the fact that the Grange Road development is still under construction, Policy AP1, in conjunction with the Council's Good Design Guide seeks to ensure that good design is achieved.</p>	<p>Noted</p>	<p>487</p>	<p>Mary Lorimer</p>

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

from Ellistown industrial units is intrusive and detrimental to sleep and to wildlife due to poorly adjusted lights and excess brightness.				
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APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

Draft Policy AP1 D1 – Design of New Development

- (1) **All new development must be of high-quality design. The Council will support proposed developments development proposals that are well-designed and as a minimum, offer a good standard of design and makes a positive contribution to the character of the local area and its natural and built form. Proposals should draw on appropriate place-based reference points and demonstrate meaningful engagement with the local community to ensure development responds positively to its context.**
- (2) **All development proposals must be in accordance with the North West Leicestershire Good Design Guide.**
- (3) All development proposals must be based upon a **robust evidence- based** opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal;
- ~~(4)–New non-residential developments must positively address our Place Making principles:
 - a)–A National Forest or locally inspired identity;
 - b)–Streets and Spaces shaped by buildings;
 - c)–A greener footprint;
 - d)–Vibrant, communities;
 - e)–Responsive to their context;
 - f)–Connected places;
 - g)–Easy to get around;
 - h)–Well designed and well managed public spaces
 - i)–Architectural quality.~~
- ~~(5)–For Residential developments Building for Life 12 will be used instead of the Place Making Principles. New residential development will need to perform positively against Building for Life 12;~~
- ~~(6)–Existing neighbour amenity should be safeguarded in accordance with Local Plan Policy D2;~~
- (4) **Where landscape features are present, such as trees and hedgerows, proposals should demonstrate how they will be retained and incorporated within the design of the development.**

APPENDIX E – POLICY AP1: DESIGN OF DEVELOPMENT (SUMMARY OF REPRESENTATIONS AND DRAFT POLICY)

- (5) New development should have regard to sustainable design and construction methods, **where appropriate incorporating measures to reduce emissions and improve energy efficiency in accordance with Local Plan Policies AP3 and AP4.**
- (6) New development ~~designed in accordance with the above principles should be able to demonstrate that they have been~~ **should** be designed to reduce anti-social behaviour and the risk of crime, **to support the delivery of safe and inclusive places.**
- (7) **The District Council will require all new housing development to be in accordance with Nationally Described Space Standards at a density that respects the character and appearance of the locality and makes the most effective use of land, unless it can be demonstrated that there are significant constraints to development, or where the circumstances provide the opportunity to improve the character of the area through development that is at a density that differs from existing development.**
- (8) **For strategic or sensitive development proposals, the Council encourages the use of independent design review to support high-quality, context-responsive design. The requirement for design review will be considered on a case-by-case basis, taking account of the scale of development and the sensitivity of its location. Where a design review is required by the Council, the applicant is expected to undertake and fund this independently.**

APPENDIX F REVISED POLICY - NEW SETTLEMENT: ISLEY WOODHOUSE (IW1)

- (1) **To meet the needs of a growing population, a new settlement will be developed in the northern part of the District, to be known as Isley Woodhouse. This will be a long-term strategic development on land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth (316Ha) is allocated for a new, standalone village. The new settlement will be built to high quality design standards, drawing inspiration from the local context including the surrounding landscape and environment, creating safe and attractive places with a rich character that enhance health and wellbeing.** When complete, Isley Woodhouse village will **need to** comprise:
- (a) Around 4,250 new homes, 1,950 of which will be built by 2042.
 - (b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with ~~draft~~ Local Plan Policies H4, H5, H7 and H10.
 - (c) **Affordable housing provision in accordance with strategic policy H5, with an aspiration of up to 30% on-site provision (subject to viability).**
 - (d) Homes suited to **older people** ~~the elderly~~, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with ~~draft~~ Local Plan Policies H4 and H11.
 - (e) Some 23,000sqm of employment floorspace (industry and **small-scale** warehousing) located along the A453 frontage to include **a range of building typologies to cater for a variety of types and sizes of businesses including** start-up premises suitable for small businesses. By 2042 some 4,600 sqm of employment floorspace will have been delivered. **Provision should be made for a range of employment uses within the defined employment areas within the site, primarily for Use Class E (Commercial, Business and Service).**
 - (f) ~~Primary and secondary schools.~~ **Sufficient early years, primary, secondary and post 16 education provision to meet projected needs to be agreed with the District Council and Local Education Authority. At least 12.8 hectares of land is required for education provision within the allocation, to include a minimum of 5FE of secondary and post-16 provision on at least 6.8 hectares land and 6FE of primary provision on at least 6 ha land, together with additional provision for early years. The education provision should include sports facilities with community access.**
 - (g) A main ~~village~~ centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
 - (h) Formal and informal open space to include children's play areas, sports pitches, natural green space, recreation routes and cycling and walking links. **New open space must be delivered as a minimum in accordance with the standards in Policy IF4. In addition, land will be required for leisure and sports playing pitches, to include a mix of grass and artificial pitches in-line with the Sport England Playing Pitch Calculator.**
- (2) The **overall** planning and delivery of Isley Woodhouse ~~will~~ **must** be underpinned by the following key principles:

APPENDIX F REVISED POLICY - NEW SETTLEMENT: ISLEY WOODHOUSE (IW1)

- (a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
- (b) Striving for net-zero, and adapting to climate change, including by incorporating measures to minimise energy consumption whilst maximising the benefits from on-site renewable energy generation and energy efficient buildings.
- (c) **Providing for high quality and sustainable buildings and places that respond to the surrounding context and ensure that proposals do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form. Proposals will need to accord with an approved** Achieving exceptional design quality based on a bespoke design code(s).
- (d) Delivering the infrastructure needed to serve the development **and mitigate against adverse impacts.**
- (e) **Establishing a clear and legible hierarchy of streets, that promotes active and sustainable transport modes, alongside filtered permeability, and which prioritises the needs of pedestrians, cyclists, other micro-mobility and public transport users.** Making sustainable travel – walking, cycling **and** public transport ~~and the use of electric vehicles~~ – a realistic option for residents and workers.
- (f) **Creating a thriving place, with good access to key services and facilities that can meet day to day needs and support the new settlement and surrounding villages from the outset,** ~~Creating a village~~ which caters for all stages of life **and ensures that** residents' day to day needs can be met as far as possible within the ~~village~~ settlement.
- ~~(h) Enabling people to live close to where they work by creating a village with a range of house types, sizes and tenures, including plentiful affordable housing, with sustainable transport links to nearby employment areas.~~
- (g) **New residential development will achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development in appropriate locations. Proposals should achieve a site-wide average density of around 35 dwellings per hectare (net). Higher density housing should be provided within the main centre and local centres and around key destinations and transport hubs. The lowest densities should be located towards the edge of the development to create a more natural transition between the development and the adjacent countryside.**
- (h) **Ensuring positive integration between the Affordable and Market Housing, with no difference in the appearance and quality between dwellings (and associated public realm) to be sold on the open market and those to be delivered as Affordable Housing. Affordable Housing should be provided throughout the scheme in groups; the size and location of which are to be agreed with the Council.**
- (i) Incorporating appropriate measures to manage surface water run-off from the site by sustainable means, ensuring i) discharge rates meet LLFA requirements; ii)

APPENDIX F REVISED POLICY - NEW SETTLEMENT: ISLEY WOODHOUSE (IW1)

existing properties are not exposed to increased flood risk; and (iii) the safe operation of East Midlands Airport is not inadvertently affected.

- (j) Providing a network of green and blue infrastructure that relate to the topography, existing areas of woodland and other semi-natural habitat across the site and surrounding countryside. Green corridors will help to break the new settlement into neighbourhoods and smaller character areas while providing opportunities for new leisure routes, enhanced ecological connectivity across the site and beyond. Varied new wildlife habitats along and additional to these corridors will link existing and new habitats and create an interconnected network.**
 - (k) Incorporating a well-designed approach to the urban edge, which relates development at the periphery to its rural setting, minimises the impact of development when viewed from the surrounding countryside and maintains the physical and perceived separation to surrounding villages.**
 - (l) Provides for an area of separation to Diseworth in accordance with Policy EN5 (as illustrated on the Policies Map).**
 - (m) Establishing at an early stage in the development of the new settlement, an appropriate and sustainable long-term governance and stewardship arrangement for community assets including green space, public realm areas and community and other relevant facilities. Such arrangement to include community representation to ensure residents have a stake in the long-term development, stewardship and management of their community. Developer contributions are expected to be required to fund the initial set up and running cost until such time as stewardship activities are financially self-sustaining.**
 - (n) High speed broadband will be provided across the site and the design of homes will make provision for working from home.**
 - (o) Given the proximity of the site to local noise generating activities, proposals must minimise noise impacts and demonstrate good acoustic design. Where necessary, buildings and land uses should be located and orientated to avoid or where this is not possible, mitigate against noise impacts such as through the provision of landscaping, bunding and/or acoustic barriers in appropriate locations together with building specific measures to provide appropriate noise insulation. Where it is clearly justified that orientation and other external mitigation cannot achieve an acceptable internal ambient noise level, the design and construction of buildings impacted will need to provide sufficient noise insulation to achieve good internal noise conditions with windows closed and alternative means of ventilation and control of overheating provided. If appropriate, a Ventilation Strategy will need to be submitted to and approved as part of future planning applications.**
- (3) The planning and delivery of business and employment uses must be underpinned by the following key principles:**

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- (a) **Be designed to respond positively to the character of the site and protect the amenity of neighbouring uses such as housing with the scale and type of commercial uses to be compatible with adjoining residential uses.**
 - (b) **Incorporate a high-quality public realm, together with legible and attractive boundary treatments that optimise the use of green infrastructure (such as planting, trees and hedgerows).**
 - (c) **Be designed to ensure excellent accessibility via sustainable transport options, prioritising safe, direct, and convenient routes for walking, wheeling, and cycling.**
- (4) The planning and delivery of centres and local facilities must be underpinned by the following key principles:**
 - (a) **The centres, buildings and main entrances must provide an active frontage to the public realm and make a positive contribution to the street scene.**
 - (b) **The provision for community meeting space must be suitable to accommodate a range of community activities including provision for older and young people. Buildings should be sited in locations that are accessible and focal to the local communities that they will serve, be designed flexibly to ensure they are resilient to respond to changing needs over time and ensure they can support a diverse range of uses.**
 - (c) **Increased primary healthcare capacity must be provided to serve the new development. This could be by means of new on-site infrastructure; an improvement, reconfiguration, extension or relocation of medical facilities.**
- (5) Proposals for transport and movement must come forward in accordance with the following principles:**
 - (a) **Deliver a comprehensive movement and connectivity network across the new settlement that actively encourages and prioritises active and sustainable modes of travel, and provides connections across the site and to surrounding villages and employment sites.**
 - (b) **Enhanced bus provision must be provided from the outset with routes with priority over other vehicles and ensuring that where possible, residential dwellings and employment sites will be within 400m of a bus stop. Bus services and incentives to encourage take-up must be developer subsidised in the first instance.**
 - (c) **All proposals for the new settlement will need to ensure that mobility hubs are located at centres and should allow for smooth and efficient interchange between public transport, shared transport services and micro-mobility modes such as e-scooters, cycles and e-bikes.**
 - (d) **Proposals should include the realignment of the A453 to improve highway safety and movement on this local route and enable new access points to be created into the site.**

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- (e) **Development will need to include suitable mitigation measures to address the impacts of the proposals across the local and strategic highway network. Such measures must as a minimum include provision of a safe walking & cycling crossing of Station Road in Castle Donington, improvements to the Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout, the A453/The Green junction, the A453/EMA access junction and A50 Junction 1. Proposals will need to make a proportionate contribution to other improvements to the strategic highways network as part of an assessment of cumulative impacts across the wider area, as evolved and agreed between the Council and all relevant stakeholders.**
- (6) **Proposals to develop land within the new settlement must progress in accordance with an allocation-wide masterplan, design code(s), and strategies that set out the coordinated and comprehensive approach to development of the site, infrastructure delivery and phasing which will have been submitted to and approved by the Council prior to commencement of development. Future planning and associated applications will need to accord with such approved documents unless otherwise agreed by the Council** A comprehensive masterplan and phasing plans are needed to bring the development forward. These must be approved by the District Council and ~~should~~ **must** provide for:
- (a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
 - (b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, funding arrangements and its delivery in a co-ordinated and timely way.
 - (c) A comprehensive landscaping strategy ~~that~~ which is demonstrably landscape-led and which retains, enhances and capitalises on existing landscape features, reflects its landscape context and is informed by the Council's Landscape Sensitivity Study (2020).
 - (d) A comprehensive approach to strategic Green Infrastructure and Biodiversity Net Gain, providing connected habitats that bring maximum benefit for nature recovery and for residents' access to nature and natural green space and creating links to a wider GI network beyond the ~~village~~ **new settlement** where possible.
 - (e) A Heritage Assessment which will identify the heritage assets both on and beyond the site which may be impacted, their significance, including the significance derived from setting, and provide a thorough analysis of the impact of development on this significance.
 - (f) **A full noise impact assessment and linked** strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
 - (g) Linked phasing plans for housing, employment and infrastructure.
 - (h) **Proposals must be supported by a Transport Assessment that demonstrates how the development will encourage active and sustainable transport and**

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achieve the mode share targets. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how a vision to maximise use of sustainable transport at the site will be achieved.

- (i) **Construction Environmental Management Plans and Construction Traffic Management Plans will need to be approved prior to the commencement of development to set out how the construction process will be effectively managed across the site as a whole and through its phased delivery, and any adverse impacts avoided or where this is not possible, mitigated against.**
 - ~~(h) Both the physical and perceived separation between the new settlement and the villages of Isley Walton, Diseworth and Tonge through measures to include the careful siting of development and effective landscaping.~~
- (7) To ensure that a cohesive **and high quality** development is delivered ~~which meets the principles and requirements outlined:~~
- (a) the Council will only approve planning **and associated** applications that adhere to **and demonstrate compliance with an approved** ~~the comprehensive masterplan (or any updated masterplan agreed with the Council)~~ and the bespoke design code (s).
 - (b) **Ad hoc or piecemeal development which is contrary to the aims of this policy or development that is inconsistent with an approved masterplan, design code (s), and strategies that set out the approach to infrastructure delivery and phasing will not be permitted.**
 - (c) **Any development proposal which comes forward must demonstrate that the development does not compromise the ability to deliver the infrastructure required by this allocation and identified in this policy and does not prejudice the future integration of future development at the new settlement.**