

## **CONTENTS**

1. INTRODUCTION.....	2
2. HOUSING COMPLETIONS AND COMMITMENTS.....	6
3. HOUSING ALLOCATIONS.....	8
Principal Town.....	10
Key Service Centres.....	30
Local Service Centres .....	39
Sustainable Villages.....	42
New Settlement (Isley Woodhouse) .....	59
4. GENERAL NEEDS EMPLOYMENT ALLOCATIONS .....	64
5. POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION .....	76

# 1. INTRODUCTION

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

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

1.2. The accompanying [Draft Policies Consultation Document](#) consultation document confirms that over the Local Plan period (2020 to 2040) we have a need for 13,270 new homes (686 per year). The baseline requirement for employment land (2017-2040) is 59,590 sqm for office uses and 195,500 sqm for industrial and small warehousing (of less than 9,000 sqm). Work to identify our requirement for strategic warehousing (of more than 9,000 sqm) is ongoing<sup>1</sup>.

1.3. Our development strategy aims to:

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

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

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

1.5. This document is structured as follows:

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

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

**Table xx: Site Allocations Supporting Information**

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

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

### Draft Policy Requirements

- 1.7. A site location plan is provided for each allocation. After this consultation, and as we finalise the development requirements for our allocations, we intend to provide plans for each site which depict various constraints / opportunities / parameters to which a planning application should adhere.
- 1.8. Each proposed housing and employment site allocation sets out the uses for which the site is allocated.
- 1.9. For housing, this will include:
  - **An approximate number of dwellings** – all of the housing allocations are for major sites (10 or more dwellings) and will require the provision of affordable housing in accordance with draft Policy H5. The final number of dwellings on each site will be determined at the planning application stage and will depend upon factors such as the final mix, size and density of housing.
  - **Public open space** – the final amount and type of open space required on each site will be finalised as the Local Plan progresses.

- **Surface water drainage** – All allocations will require a surface water drainage scheme (SuDS) to deal with treatment of storm water.
  - **Other facilities** – in order to make them sustainable, larger sites may be required to provide land for other facilities such as a primary school, local centre or some employment uses.
- 1.10. For each employment allocation, the estimated floorspace capacity (in sqm) of the site and the acceptable uses (by use class) are set out.
- 1.11. Each proposed housing and employment site allocation also sets out our proposed development requirements for that specific site, for example, where the access should be provided, any parts of the site which should remain free from built development or the financial contributions necessary to make the development acceptable in planning terms (Section 106 contributions).
- 1.12. It should be noted that we are still at an early stage in identifying the particular infrastructure requirements for each allocation (education, healthcare, highways etc). We have prepared Part 1 of an [Infrastructure Delivery Plan](#) (IDP), but as the Local Plan makes further progress, each of the allocations will be subject to a more detailed assessment in Part 2 of the IDP.
- 1.13. Where a site is in a specific location that would require a certain assessment to be submitted with a planning application, this is also included in the development requirements. For example, sites that are in a particular Minerals Safeguarding Area will require a Minerals Assessment and sites that are close to an identified noise source (such as Donington Park, or East Midlands Airport) will require a noise assessment.
- 1.14. It is assumed that the majority (if not all) of our proposed site allocations will require the following reports as part of any future planning application, and as a result, they have not been referred in the proposed policy requirements for each site<sup>2</sup>:
- Design and Access Statement
  - Flood Risk Assessment
  - Transport Statement or Transport Assessment
  - Phase 1 Habitat Survey (followed up with any necessary species surveys)
  - Air Quality Assessment in accordance with our adopted Air Quality Supplementary Planning Document
  - Ground Investigation Study
  - Desk Based Archaeological Assessment (followed up with any necessary archaeological site investigation)
- 1.15. As the Local Plan makes more progress, the parameters for a Health Impact Assessment (HIA)<sup>3</sup> will become clearer and it is possible that we will specify in the policy requirements for those sites where it is required.
- 1.16. It should also be noted that our proposed allocations may change as the Local Plan progresses. For example, evidence may come to light that a particular site is not deliverable or developable. We also anticipate that new sites not considered so far will need to be assessed, which may or may not be more suitable development options.

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

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

1.17. As we are at an early stage in Local Plan preparation, this consultation provides an opportunity for stakeholders, site promoters and local residents / businesses to comment on our site allocations, the proposed uses and development requirements for each site, as well as identify anything which we have not included at this stage.

## 2. HOUSING COMPLETIONS AND COMMITMENTS

### Housing Need 2020 to 2040

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

### Housing Completions 2020 to 2023

- 2.3. We monitor housing completions once a year<sup>4</sup>. In the first three years of the plan period (1 April 2020 to 31 March 2023), **2,396** homes (net) were built in the District. **2,130** of these homes were on sites comprising 10 or more dwellings (major sites) and **266** were on sites of less than 10 dwellings (small sites).

### Housing Commitments 2023 to 2040

- 2.4. A proportion of our housing need between 2020 and 2040 will be met by sites which are already committed. Our housing commitments comprise:
  - Dwellings **under construction** at 31 March 2023.
  - Dwellings which have **planning permission** (either full, outline or reserved matters). Construction has not started on these homes, but they could form part of a wider site where construction is underway, or a site which has not started and where the planning permission could potentially lapse.
  - Dwellings which do not have planning permission but have a '**resolution to grant permission**'. At present, we have one site at Waterworks Road, Coalville (application reference 20/00831/OUTM), where there is a resolution to approve the application, but where a Section 106 legal agreement needs to be finalised before planning permission can be granted.
  - Dwellings **allocated in the adopted Local Plan**. This applies to Money Hill, Ashby de la Zouch, where part of the site has planning permission and is under construction, but the remainder (around 1,200 dwellings) is allocated and does not yet have planning permission.
- 2.5. A more detailed breakdown of the completed and committed dwellings at major sites is provided at [Appendix xx](#).
- 2.6. Every year we prepare a [housing trajectory](#) that estimates how many dwellings will be built over the course of the plan period, with the aim of demonstrating that we can meet our housing needs for the next five years. Our latest housing trajectory shows the position at 1 April 2023. From our committed sites, we anticipate **4,698** dwellings to be built between 2023 and 2031<sup>5</sup> and a further **1,388** post 2031. We can also now factor in a further **677** dwellings which were previously on hold because of HS2<sup>6</sup>. This equates to a total **6,763** dwellings which we expect will contribute to our housing need up to 2040.

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

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

<sup>6</sup> For more information, go to the Key Service Centres on page [xx](#).

## Housing Need and Supply Summary

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

**Table xx: Housing Need and Supply Position at 1 April 2023**

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

### Local Plan Site Allocations

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

### 3. HOUSING ALLOCATIONS

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

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

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

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

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

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

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

3.4. The deliverability and developability of sites has been a key consideration for us in identifying our proposed housing allocations. After this consultation, the Regulation 19 version<sup>7</sup> of the Local Plan will be supported by a housing trajectory, showing when in the Local Plan period our housing allocations are expected to be built, with the purpose of demonstrating that the Local Plan accords with NPPF paragraph 68.

3.5. Our proposed housing allocations are set out in the table below.

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



## Draft Housing Allocations

Site Reference	Site Address	Number of dwellings (Approximate)
<b>Principal Town</b>		<b>1,594</b>
C21	Rear of Bardon Road	26
C48	South of Church Lane, New Swannington	283
C50	Jack's Ices, North of Standard Hill, Coalville	108
C61	Church View, Grange Road, Hugglescote	10
C74	Land at Lily Bank, Thringstone	64
C76	Land off Meadow Lane	400
C83	186, 188 and 190 London Road, Coalville	50
R17	Land at Coalville Lane/Ravenstone Road	153
C47, C77, C78, C86 C81	Broad Location West Whitwick	500
<b>Key Service Centres</b>		<b>2,326</b>
A5	Money Hill, Ashby de la Zouch	1,200 <sup>8</sup>
A27	South of Burton Road, Ashby de la Zouch	50
CD10	Land North and South of Park Lane, Castle Donington	1,076
<b>Local Service Centres</b>		<b>450</b>
Ib18	Land off Leicester Road, Ibstock	450
<b>Sustainable Villages</b>		<b>334</b>
Ap15 Ap17	Land at Old End, Appleby Magna and 40 Measham Road	32
D8	Land off Ramscliffe Avenue, Donisthorpe	32
E7	Land between Midland Road and Leicester Road, Ellistown	69
H3	Land adjacent to Sparkenhoe Estate, Heather	37
Mo8	Land off Ashby Road, Moira	49
Oa5	Land at School Lane, Oakthorpe	47
P4	Land South of Normanton Road, Packington	18
R12	Land at Heather Lane, Ravenstone	50
<b>New Settlement</b>		
IW1	Land at Isley Woodhouse	4,500 <sup>9</sup>

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

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

## Principal Town

- 3.6. The Coalville Urban Area comprises **Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, Thringstone, Whitwick** and the **Bardon employment area**. It is identified as the District's Principal Town in our settlement hierarchy (Policy S2) and the focus for the largest amount of new development.
- 3.7. South East Coalville is a large urban extension with planning permission for 3,500 dwellings<sup>10</sup>. The development will make a significant contribution towards our housing requirement between 2020 and 2040. Construction on the site started in 2018/19. As at 1 April 2023, 666<sup>11</sup> dwellings had been completed. 603 of these were completed from 1 April 2020 and will count towards the overall Local Plan housing requirement for 2020 to 2040. This leaves a residual of **2,830** dwellings to be completed in the period up to 2040. Based on completion rates to date as well as input from the site promoters, we anticipate the site will be completed around 2033.
- 3.8. In addition to the 2,830 dwellings at South East Coalville, Appendix **xx** confirms the other sites in the Coalville Urban Area that have contributed or will contribute to our housing need up to 2040. The following sites have permission but at 1 April 2023 were yet to deliver any homes:
- Land North Of Standard Hill And West Of Highfield Street, Coalville (400 dwellings)
  - Snibston Discovery Park, Ashby Road, Coalville (144 dwellings)
  - Waterworks Road, Coalville (101 dwellings)
  - Workspace 17, Highfield Street, Coalville (22 dwellings)
  - Stephenson House, Coalville (14 dwellings)
  - Land off Forest Road, Hugglescote (24 dwellings)
- 3.9. In addition to these completions and commitments, we are proposing to allocate around **1,594** dwellings across nine sites in the Coalville Urban Area.

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

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

## Land rear of Bardon Road, Coalville (C21)

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



### Land rear of Bardon Road, Coalville (C21)

(1) Land rear of Bardon Road, Coalville (C21), as shown on the Policies Map, is allocated for:

- (a) Around 26 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Areas of public open space
- (d) Surface water drainage provision (SuDS)

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

- (a) Provision of a safe and suitable access from the proposed Bardon Link Road or via site C83 to the west;
- (b) Existing hedgerows around the site boundary to be retained with a five metre buffer;
- (c) Existing trees to be retained within the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest); and

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

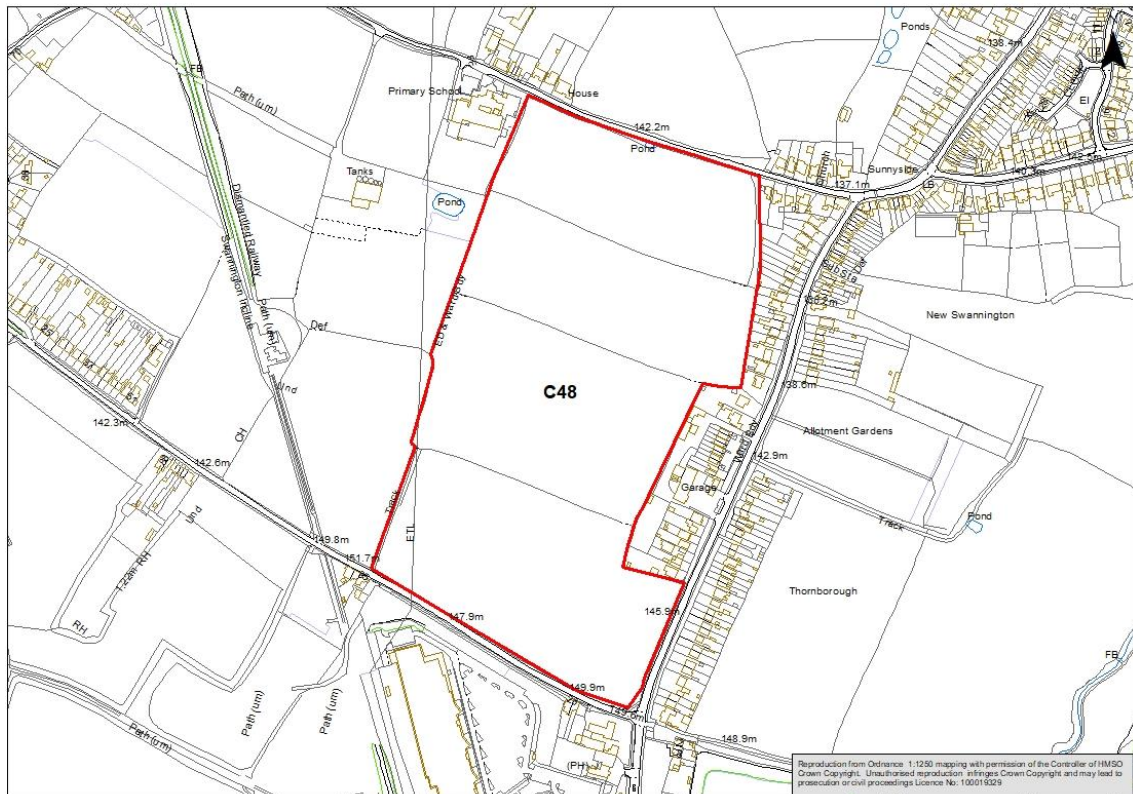
3.11. In order for this site to be developed, it will be necessary to secure an access either off the proposed Bardon Link Road<sup>12</sup> or as part of a larger development with 186, 188 and 190 London Road, Coalville (site reference C83).

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

## South of Church Lane, New Swannington (C48)

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



## South of Church Lane, New Swannington (C48)

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

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

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

- (a) Provision of a safe and suitable access from both Thornborough Road and Spring Lane. No access will be allowed from Church Lane;
- (b) Provision of active travel cycle routes through the site and pedestrian and cycle recreational routes within the site;
- (c) Retention and enhancement of the existing public rights of way N43, O12 and O13;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

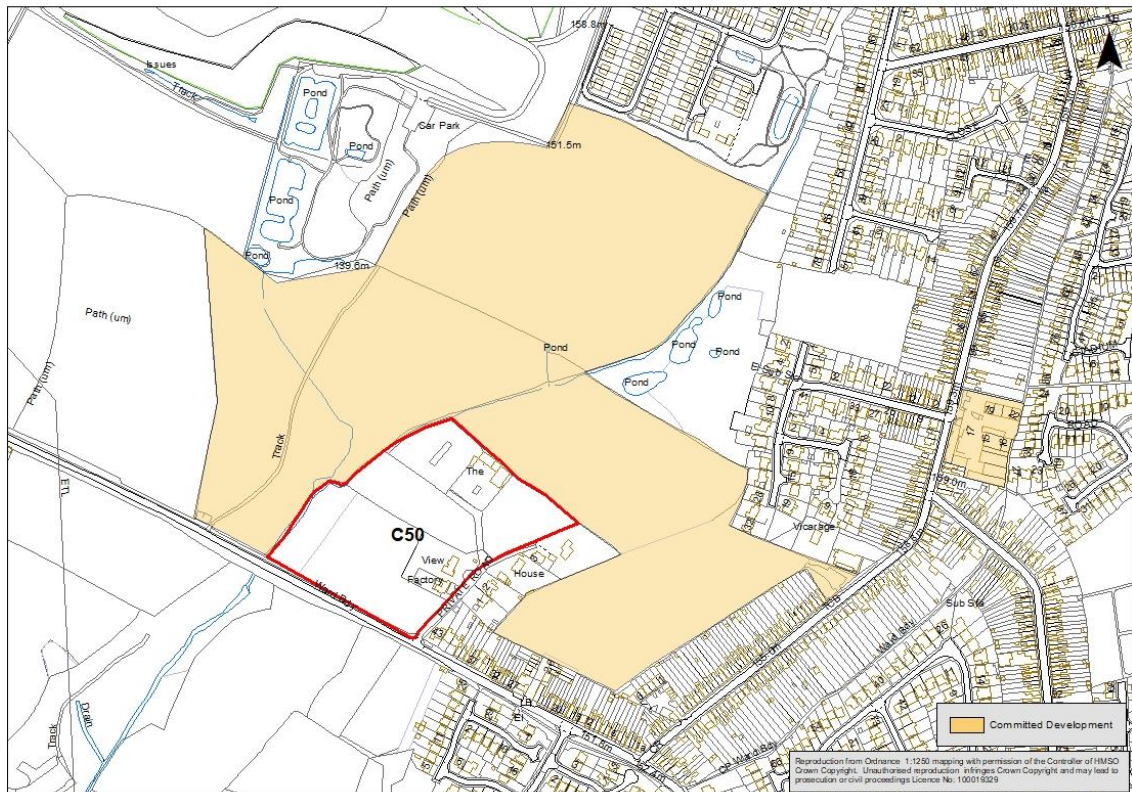
- (f) The submission, a part of a planning application, of an Archaeological Impact Assessment;
- (g) Provision of a noise bund along the eastern boundary of site where it adjoins existing business uses;
- (h) A design which respects the amenity of adjoining residential and employment uses; and
- (i)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

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



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

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



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

(1) Jack's Ices, North of Standard Hill, Coalville (C50), as shown on the Policies Map, is allocated for:

- (a) Around 108 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

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

- (a) Provision of a safe and suitable access from Standard Hill or via the residential development taking place to the north and west of the site;

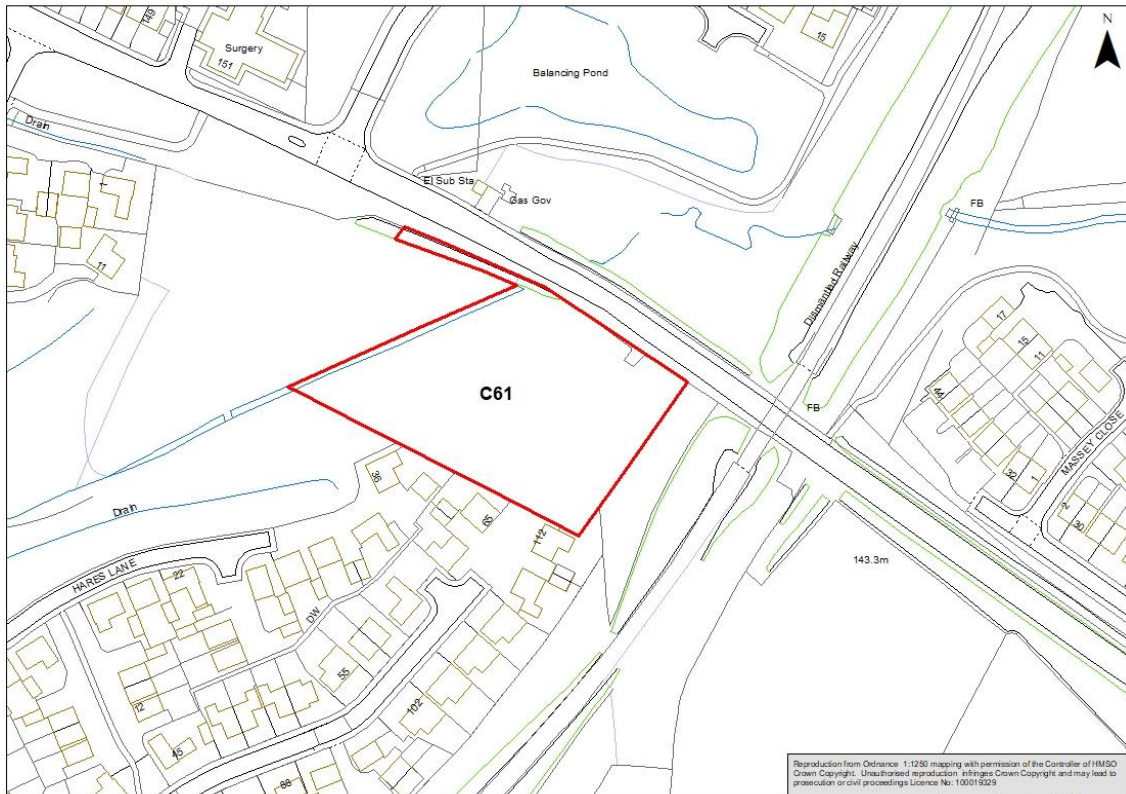
- (b) Provision of active travel cycle and pedestrian routes through the site to join with the adjoining development to the north and west;
- (c) The woodland in the south-west corner of the site is to be retained;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
-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

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



## Church View, Grange Road, Hugglescote (C61)

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



### Church View, Grange Road, Hugglescote (C61)

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

(a) Around 10 homes

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

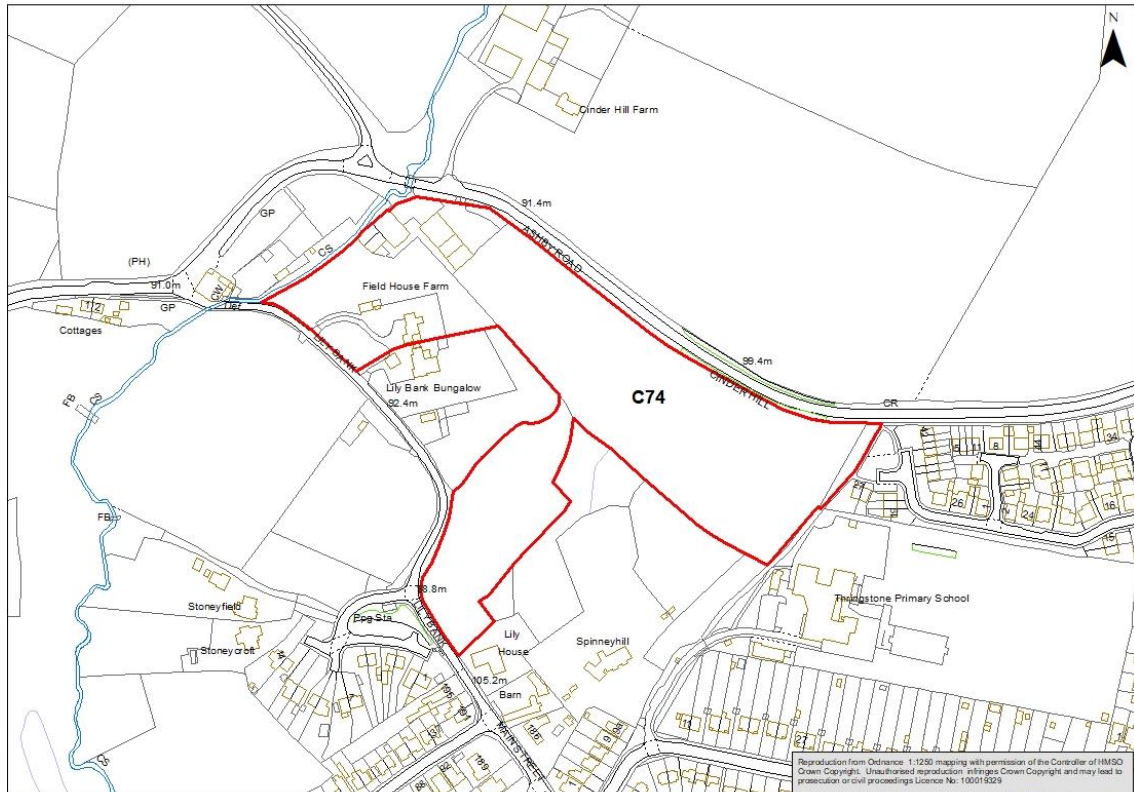
- (a) Provision of a safe and suitable access from Grange Road or via the existing development to the south of the site;
- (b) Provision of a pedestrian link to the former railway line which adjoins the site to the east;
- (c) Achievement of biodiversity net gain in accordance with national requirements;
- (d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (e) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
- (f) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North

West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

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

## Land at Lily Bank, Thringstone (C74)

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



## Land at Lily Bank, Thringstone (C74)

(1) Lily Bank, Thringstone (C74), as shown on the Policies Map, is allocated for:

- (a) Around 64 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space
- (e) Surface water drainage provision (SuDS)

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

- (a) Provision of a safe and suitable access from Lily Bank or via the existing development to the east (Griffin Road). Access will not be allowed from the A512 (Ashby Road);
- (b) Provision of a direct pedestrian link to public right of way N5 which runs along the eastern boundary of the site;
- (c) Retention and enhancement of the existing public right of way N4;
- (d) Existing trees and hedgerows to be retained within and along the boundary of the site and incorporated into the layout in a manner

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

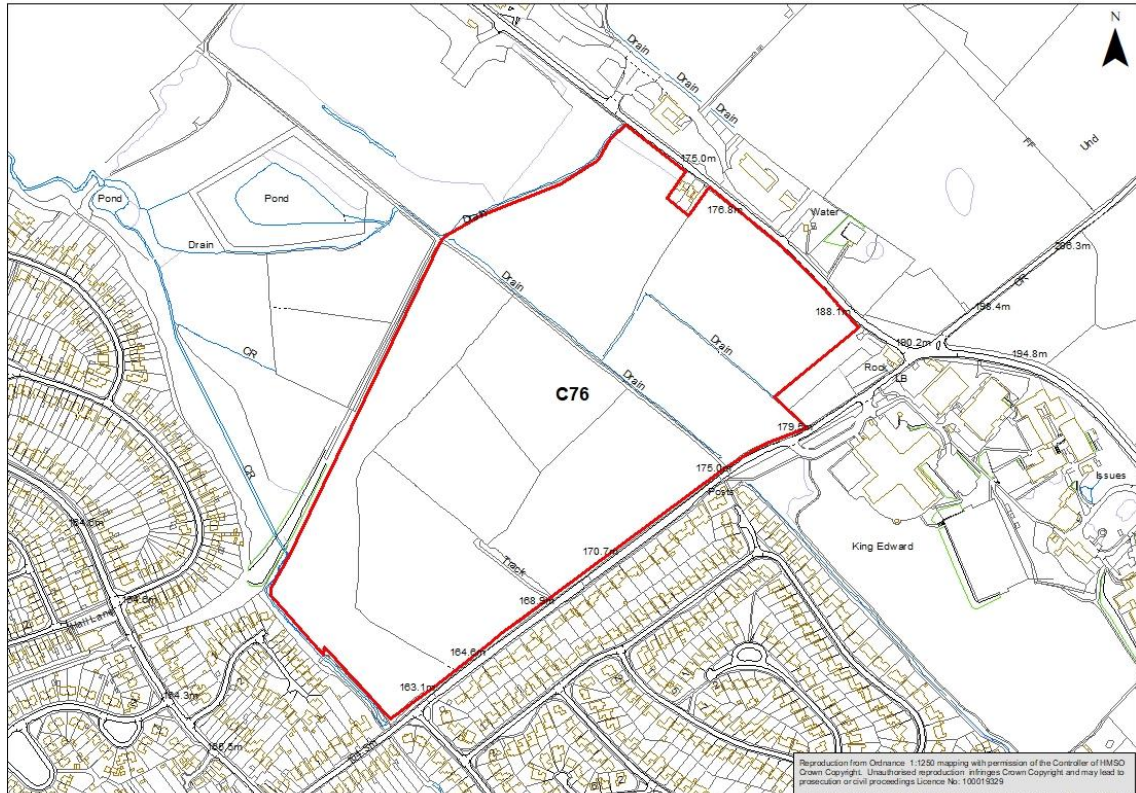
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (g) No housing development will be allowed on that part of the site identified as being within Flood Zone 2 or 3; and
- (h) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

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



## Land at Meadow Lane, Coalville (C76)

3.21. This site lies to the north-west of Meadow Lane extending from the rear of properties at Kingfisher Court up to Leicester Road.



## Land at Meadow Lane, Coalville (C76)

(1) Land at Meadow Lane Coalville (C76), as shown on the Policies Map, is allocated for:

- (a) Around 400 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space and woodland
- (e) Surface water drainage provision (SuDS)

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

- (a) Provision of a safe and suitable access from Meadow Lane. This should take the form of two points of access which are linked. Access will not be allowed from Leicester Road;
- (b) Provision of active travel pedestrian and cycle routes through the site and pedestrian and cycle recreational routes within the site;
- (c) Provision of a bus link through the site;
- (d) Retention and enhancement of the existing public right of way O21 to be set within a landscaped corridor;

- (e) Retention and enhancement of the existing public right of way O22 to be set within a landscape corridor of a minimum of 30 metres depth along the south-western boundary of the site, including the retention of the existing wooded area;
- (f) Provision of a significant buffer of complimentary meadow grassland, scrub and woodland, forming a soft edge to the development along its border with the Coalville Meadows Site of Special Scientific Interest;
- (g) Provision of significant landscaping along the boundary of the site with the Leicester Road;
- (h) Existing trees and hedgerows along site boundaries and within the site are to be retained and incorporated into open spaces, with minimal breaks in hedges for access purposes and in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
- (i) Achievement of biodiversity net gain in accordance with national requirements;
- (j) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (k) Development should be set back from Meadow Lane behind existing trees and hedgerows;
- (l) The design and layout of the site, including dwellings, should incorporate the use of materials which reflect the site's location in the Charnwood Forest, including the use of stone walls along prominent boundaries to public areas;
- (m) Provision of a Mineral Assessment for igneous rock;
- (n) Provision of information to demonstrate that future housing will not be unacceptably affected by quarrying operations (including noise, air quality, dust and vibration) from Whitwick Quarry and Bardon Quarry; and
- (o) Any necessary Section 106 financial contributions, including towards primary and secondary education, healthcare, the North West Leicestershire Cycling and Walking Infrastructure Plan, offsite highways and public transport improvements.

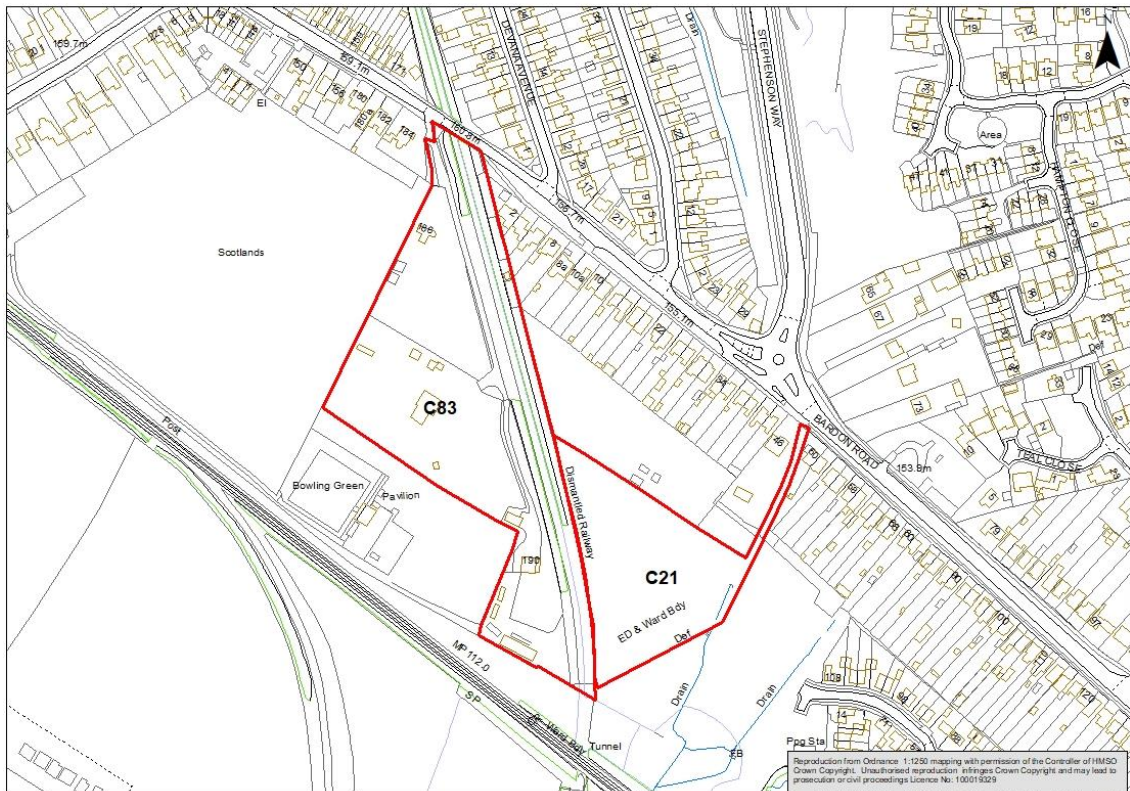
3.22. This site occupies an important gateway into Coalville and is located within the Charnwood Forest Regional Park, whilst to the west is the Coalville Meadows Site of Special Scientific Interest (SSSI). There are two public rights of way which cross the site from east to west. It is important that all of these factors are reflected in the design and layout of the site which is expected to be of an exceptional quality.

3.23. In view of the scale of the site, it is likely that a significant contribution will be required towards the costs of enhancing key infrastructure such as schools and health provision. Consultation with key stakeholders will confirm the exact nature and extent of any requirements.

3.24. Whitwick Quarry lies to the north of Leicester Road whilst Bardon Quarry lies further to the east. As part of any planning application, the County Minerals Authority requires evidence that the development will not be adversely affected by operations at both quarries.

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

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



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

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

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

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

- (a) Provision of a safe and suitable access from London Road or via land to the east which is also proposed for housing development (C21);
- (b) Provision of a pedestrian access from the Scotland's Playing Field;
- (c) Provision of a pedestrian and cycle link along the route of the former mineral railway up to London Road;
- (d) Existing trees and hedgerows to be retained within and along the boundary of the site, particularly the wooded area that borders the railway line to the south of the site, wherever possible and incorporated into the layout in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);

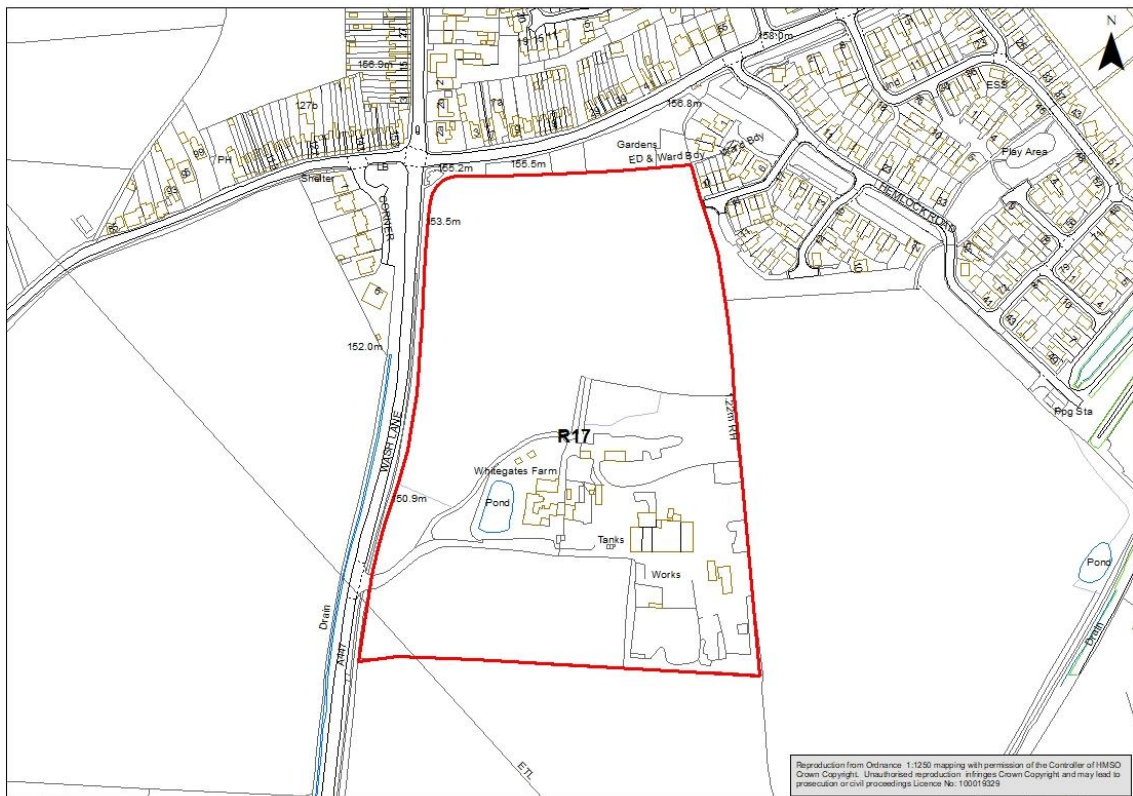
- (e) Hedgerows and trees to be retained wherever possible, including the wooded area that borders the railway line to the south of the site;
- (f) Achievement of biodiversity net gain in accordance with national requirements;
- (g) Provision of tree planting and landscaping in accordance with draft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

- 3.26. The eastern boundary of the site adjoins land off Bardon Road (C21). There would be merit in developing these two sites together.
- 3.27. The boundary between C83 and C21 follows the route of the former railway which lies in a cutting for part of its route. This provides the opportunity for a pedestrian and cycle link to London Road and which will link into development taking place at south-east Coalville to the south of the Leicester to Burton railway line.



### Land at Coalville Lane/Ravenstone Road (R17)

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



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

- (1) Land at junction of Wash Lane and Coalville Lane, Ravenstone (R17), as shown on the Policies Map, is allocated for:
- (a) Around 153 homes
  - (b) Provision of affordable housing in accordance with draft Policy H5
  - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
  - (d) Areas of public open space
  - (e) Surface water drainage provision (SuDS)
- (2) Development of this site will be subject to the following requirements:
- (a) The submission of evidence which demonstrates that contamination will not prohibit future development;

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

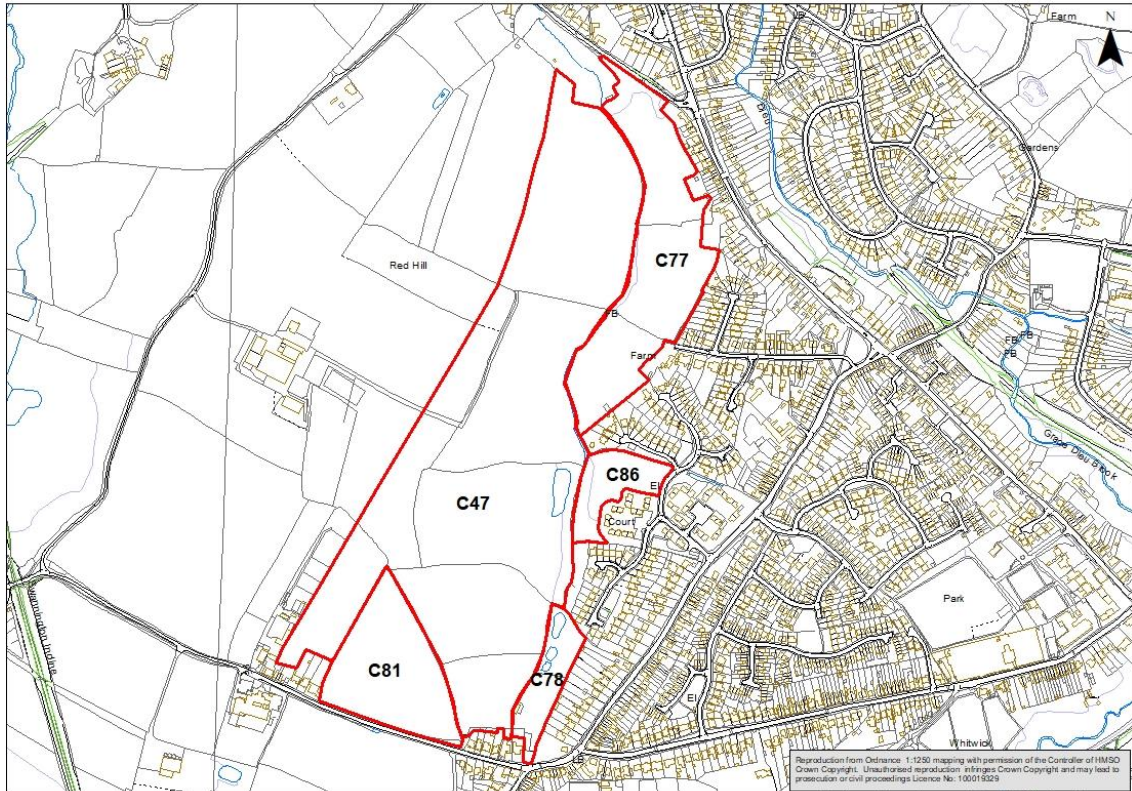
3.30. The northern part of the site (currently in agricultural use) is the subject of a planning application for 105 dwellings (21/00494/OUTM).

3.31. The southern part of the site largely comprises brownfield land, where there is the potential for contamination, although detailed survey work would be required to ascertain as to whether this is the case or not.

3.32. Land to the east has been recently developed for housing. The provision of a pedestrian access to this site will facilitate easier access through to Coalville town centre via the former Snibston Discovery Park site.

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

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



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

- (1) Land West of Whitwick C47/C77/C78/C81/C86), as shown on the Policies Map, is identified as a Broad Location where the Council will work with the different site promoters to seek to identify future areas for development comprising:
  - (a) Around 500 homes
  - (b) Provision of affordable housing in accordance with draft Policy H5
  - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
  - (d) Areas of public open space
  - (e) Surface water drainage provision (SuDS)
- (2) For Land West of Whitwick to be formally allocated in the Regulation 19 Plan, there will need to be an agreement between the Council and the various site promoters which commits the various parties to work together to deliver a comprehensive and well-planned development in a timely manner that would also need to address the following matters:
  - (a) Provision of a comprehensive masterplan prepared jointly by the Council and the site promoters and informed by consultation with the local community and other stakeholders. The masterplan should

establish the key principles for how the site is to be developed, including design and layout and details of the infrastructure required to support development;

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

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

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

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

## Key Service Centres

- 3.40. The Key Service Centres of **Ashby de la Zouch** and **Castle Donington** form the second tier of our settlement hierarchy. There are currently two large-scale sites under construction in the Key Service Centres which will contribute to our housing needs between 2020 and 2040; Money Hill in Ashby and Park Lane in Castle Donington.
- 3.41. The Ashby Neighbourhood Plan was made<sup>13</sup> on 29 November 2018, prior to the start of this Local Plan period (2020). It does not allocate any sites for housing, and given Ashby's status in the settlement hierarchy, it is necessary for us to allocate housing sites in the Local Plan.
- 3.42. In the Key Service Centres, we are proposing to allocate around **2,326** dwellings across three sites.

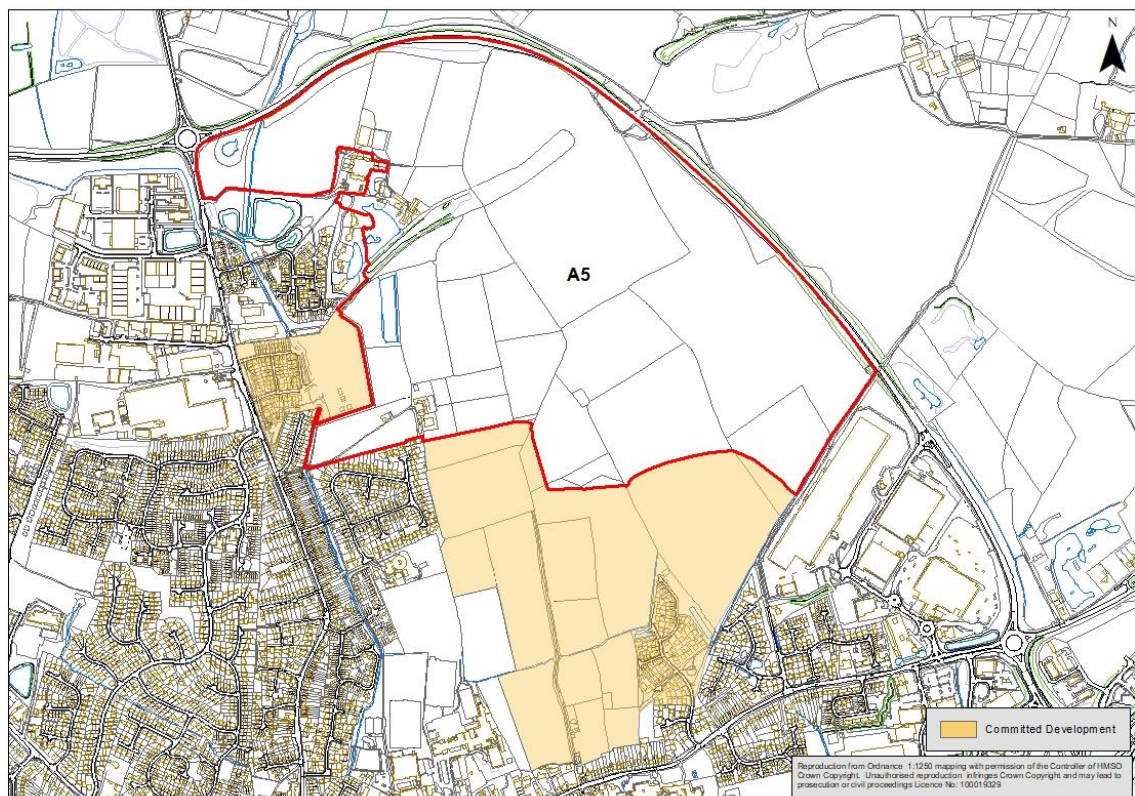
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<sup>13</sup> This means it has been formally adopted and forms part of the Development Plan against which planning applications are determined.



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

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



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

(1) Money Hill (A5), as shown on the Policies Map, is allocated for:

- (a) Around 1,200 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Land to accommodate a [xx form] entry primary school
- (e) Around 16ha of employment land (offices, industry and warehousing)
- (f) Areas of public open space
- (g) Surface water drainage provision (SuDS)

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

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

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

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

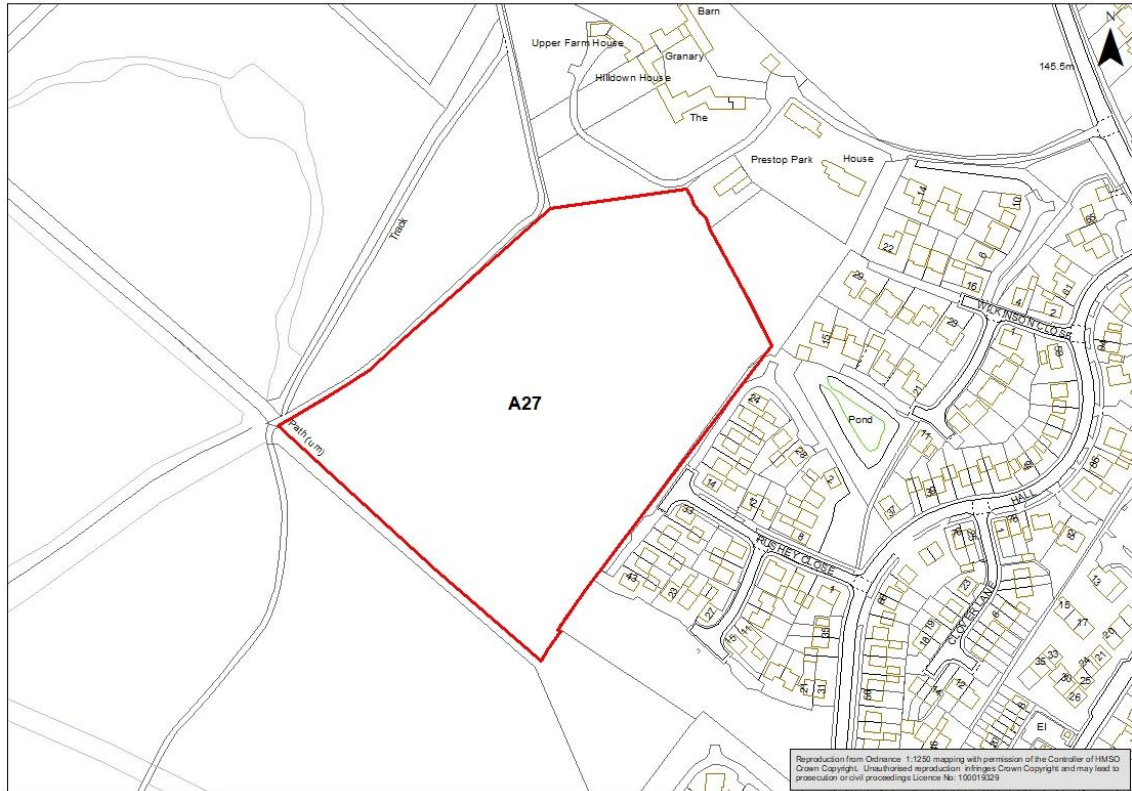
3.47. To encourage walking and cycling, active travel routes should be incorporated into this development and should be direct and legible.



3.48. We will seek a high-quality development and require a comprehensive masterplan to bring the development forward. Further design requirements may be required further to this consultation and as the Local Plan makes more progress.

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

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



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

- (1) South of Burton Road (A27), as shown on the Policies Map, is allocated for:
  - (a) Around 50 homes
  - (b) Provision of affordable housing in accordance with draft Policy H5
  - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
  - (d) Areas of public open space
  - (e) Surface water drainage provision (SuDS)
  
- (2) Development of this site will be subject to the following requirements:
  - (a) Provision of a safe and suitable access from Rushey Close;
  - (b) Retention and enhancement of the existing public right of way (P5);
  - (c) Hedgerows to be retained within a 5 metre buffer of natural vegetation;
  - (d) Provision of public open space on the higher ground in the north-west of the site;
  - (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);

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

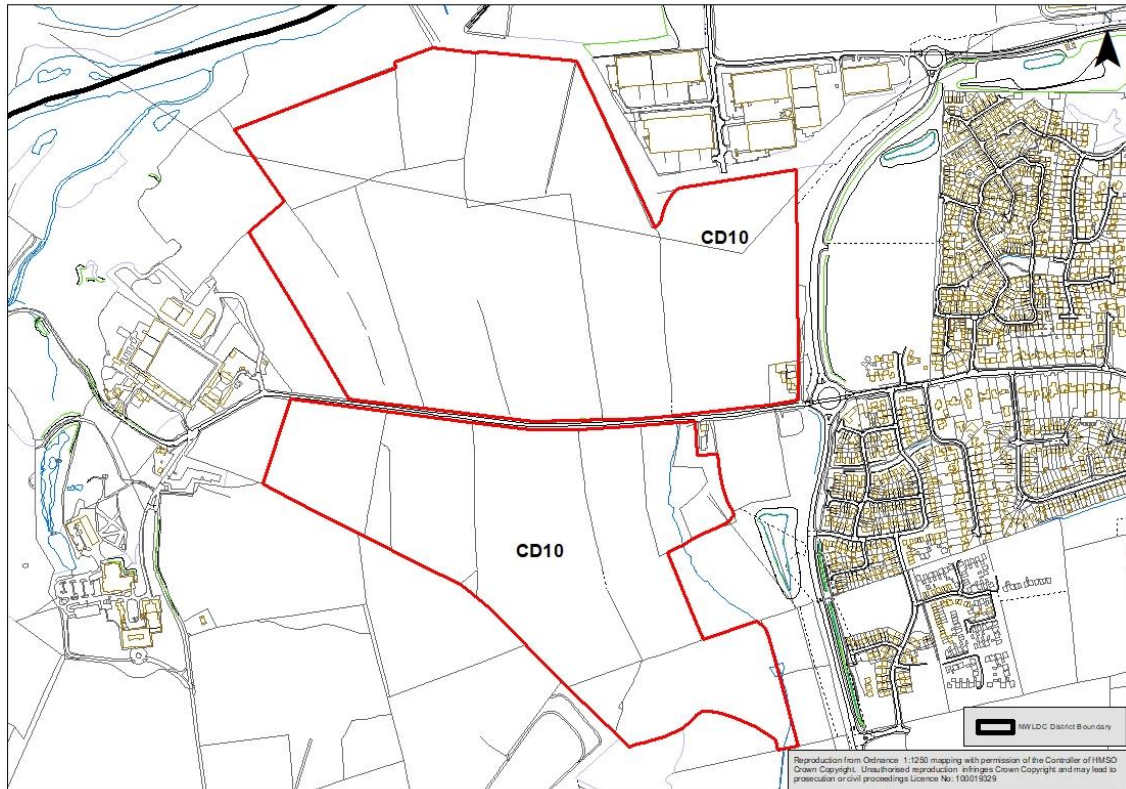
3.50. This site forms an extension to the Ashtree Gardens site and the local highways authority is satisfied that the site can be accessed from Rushey Close. There are no land ownership issues with gaining access to the site.

3.51. The topography rises in the north-eastern part of the site where it adjoins a parcel of land with a parkland character. From a landscape and visual impact perspective, it is important that this part of the site on higher ground is kept free from built development. There is an opportunity to provide public open space and increase tree planting in this area. The capacity of 50 dwellings is based upon the assumption that there will be no housing in this part of the site.

3.52. The existing public right of way running within the site's south-western boundary should be kept on its current alignment and surfaced so it provides an extension to and is in keeping with the footpath provided on the adjoining housing development.

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

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



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

(1) Land North and South of Park Lane, Castle Donington (CD10), as shown on the Policies Map, is allocated for:

- (a) Around 1,076 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11
- (e) Land to accommodate a [xx form] entry primary school
- (f) A local centre
- (g) Small-scale employment uses
- (h) Areas of public open space
- (i) Surface water drainage provision (SuDS)

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

- (a) Provision of safe and suitable access points from Park Lane;
- (b) Widening of Park Lane between the Castle Donington bypass and the primary site access;

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

3.55. Because of the scale of development proposed and its location on the western edge of Castle Donington, a mix of uses are necessary to make the site sustainable. As the Local Plan progresses helpful, we propose preparing parameter plans for our allocations. Such a plan will be particularly for this site, given its scale and constraints/opportunities.

3.56. The number of homes proposed have been informed by a masterplan prepared by the site promoters. The masterplan includes a considerable amount of open space (around 49ha) and a mix of uses within the site boundary. A new primary school is required. The size of the school and the mechanism by which it will be secured will be determined as the Local Plan progresses.

3.57. The widening of Park Lane will be necessary to provide a safe and suitable access to the site. However, this will only apply to the part of Park Lane between the bypass and the

primary access point. It is expected that the western part of Park Lane will retain its rural character and not be widened. Built development should be set back from the whole of Park Lane to help retain its rural character.

3.58. The main impacts of this development will be on heritage assets and ecology and from noise in the surrounding area. A comprehensive masterplan which is informed by these factors will be required and will need to take account of the following designations in the vicinity:

- Donington Hall (Grade II\* listed) along with associated listed features associated with the hall to the south west;
- Home Farmhouse (Grade II listed) to the west;
- Several listed buildings at Kings Mill to the west;
- Donington Park, a medieval deer park associated with the hall is considered to be a non -designated heritage asset;
- Donington Park Site of Special Scientific Interest (SSSI) to the west;
- King's Mills, Quarry Hill Plantation Regionally Important Geology Site (RIGS) to the west;
- Dalby's Covert (Candidate Local Wildlife Site) to the south and the Quarry Hill Plantation (Candidate Local Wildlife Site) to the north.

## Local Service Centres

- 3.59. The Local Services Centres of **Ibstock**, **Kegworth** and **Measham** form the third tier in our settlement hierarchy.
- 3.60. Our adopted Local Plan acknowledges that the proposed construction of HS2 had the potential to prevent some development sites in Kegworth and Measham from being delivered. On that basis, the adopted Local Plan identified reserve sites, where the principle of development would only be acceptable once there was greater certainty about the route of HS2:
- Policy H3c - Land off Ashby Road/Leicester Road, Measham (about 300 dwellings)
  - Policy H3d - Land south of Ashby Road, Kegworth (about 110 dwellings)
- 3.61. Until as late as October 2023, there continued to be a lack of certainty about HS2. However, the government has now confirmed that HS2 in the East Midlands will be scrapped. We have contacted the site promoters for the following committed sites<sup>14</sup> who have all confirmed that the sites are still available for development:
- Land Adjoining 90 Ashby Road, Kegworth (110 dwellings)
  - Adjacent to Computer Centre and J24, Packington Hill, Kegworth (141 dwellings)
  - Measham Waterside (426 dwellings)
- 3.62. The sites will not be able to come forward immediately as the land is still safeguarded for HS2, but there is now a greater certainty that these sites can be developed in short to medium term of the Local Plan period.
- 3.63. On this basis, we are not proposing to allocate any further sites in Kegworth and Measham and the Local Plan will no longer need to identify reserve sites in these settlements.
- 3.64. We are proposing to allocate one large-scale site in Ibstock, which will also deliver a new primary school.

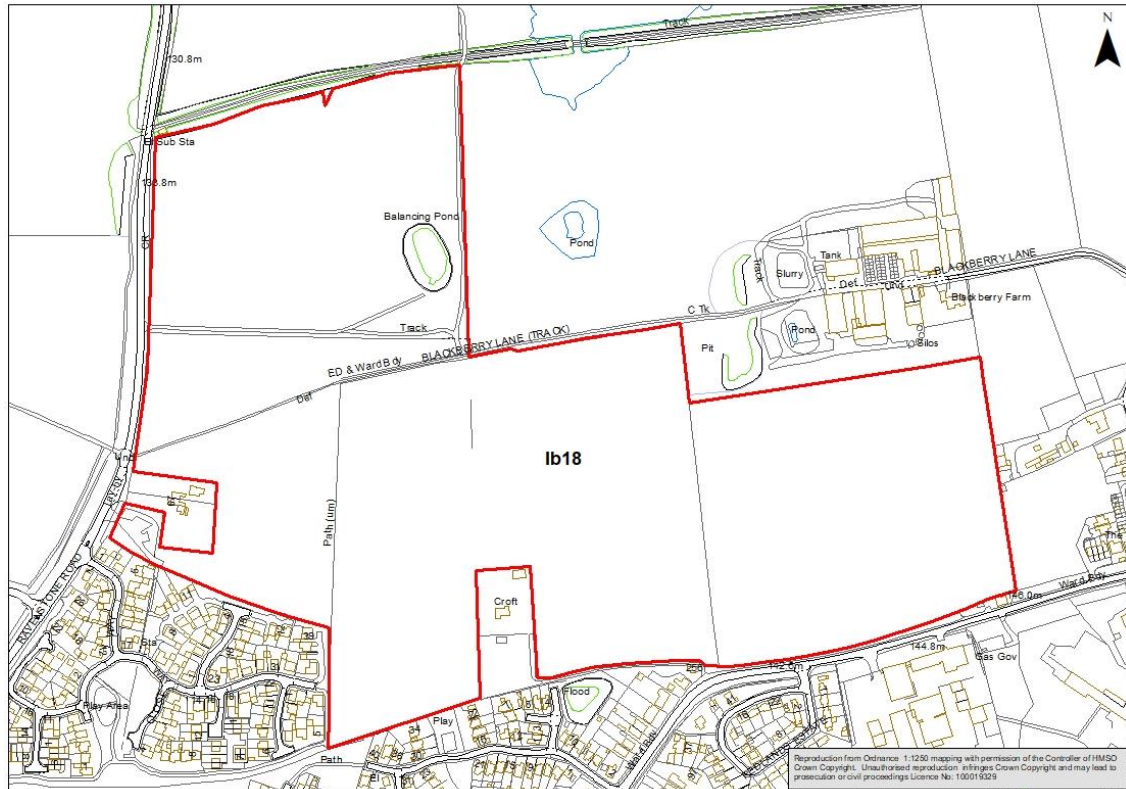
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<sup>14</sup> All these sites now have reserved matters approval and have been implemented, meaning the planning permissions are extant (and cannot lapse).



## Land off Leicester Road, Ibstock (Ib18)

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



## Land off Leicester Road, Ibstock (Ib18)

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

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

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

- (a) Provision of a safe and suitable primary access from Leicester Road;
- (b) Provision of a safe and suitable secondary access from Melbourne Road;
- (c) Provision of active travel pedestrian and cycle routes through the site;



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

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

## Sustainable Villages

3.69. We are proposing that the following settlements are identified as Sustainable Villages in the new Local Plan<sup>15</sup>:

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

3.70. The ‘made’ Neighbourhood Plans for **Swannington** and **Blackfordby** allocate sites for housing. As such, we do not propose to allocate any further sites in these settlements<sup>16</sup>.

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

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

3.73. We *are* proposing housing allocations in the Sustainable Villages of **Appleby Magna, Donisthorpe, Ellistown<sup>17</sup>, Heather, Oakthorpe, Packington** and **Ravenstone**.

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

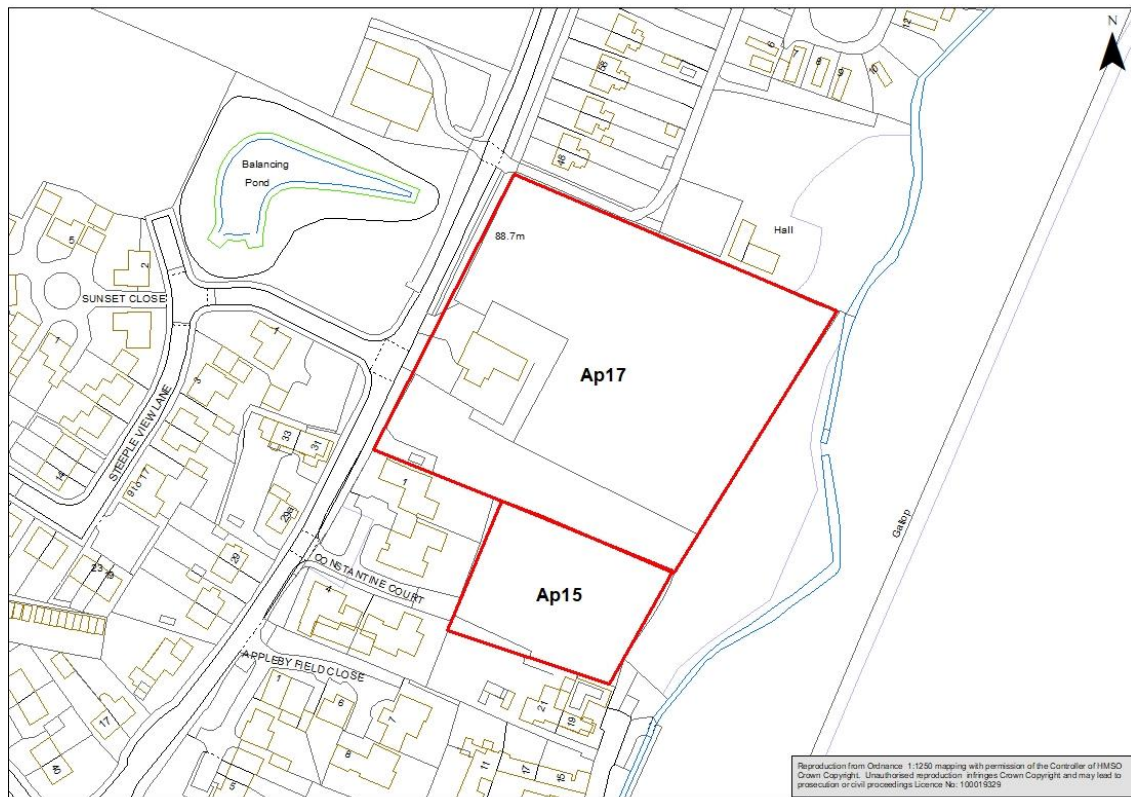
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<sup>15</sup> Unlike the Principal Town, Key Service Centres and Local Service Centres, which remain unchanged compared to the adopted Local Plan, we are proposing changes to the Sustainable Village tier. This includes the removal of Coleorton (Lower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

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

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

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



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

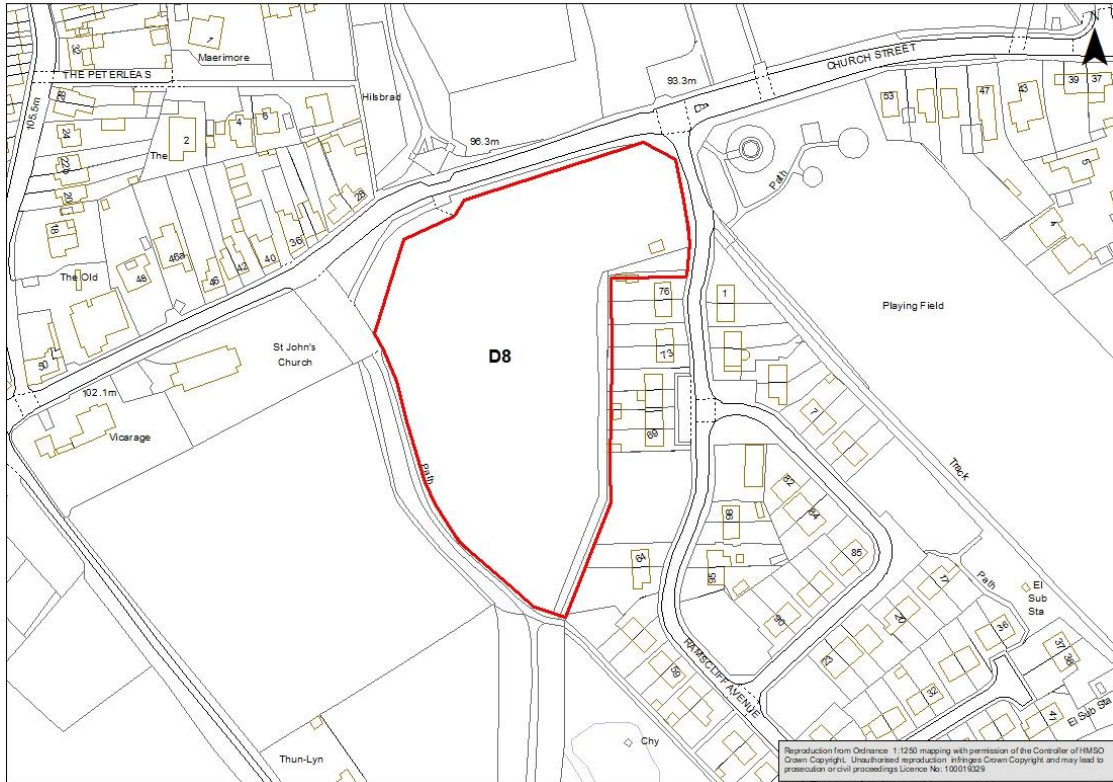
- (1) Land at Old End, Appleby Magna (Ap15) and 40 Measham Road, Appleby Magna (Ap17), as shown on the Policies Map, is allocated for:
  - (a) Around 32 homes
  - (b) Provision of affordable housing in accordance with draft Policy H5
  - (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
  - (d) Areas of public open space
  - (e) Surface water drainage provision (SuDS)
  
- (2) Development of this site will be subject to the following requirements:
  - (a) Provision of a safe and suitable access from Measham Road;
  - (b) Provision of a high-quality landscaping scheme to the eastern boundary to help mitigate the visual impacts of development;
  - (c) Achievement of biodiversity net gain in accordance with national requirements;
  - (d) Provision of tree planting and landscaping in accordance with draft Policy EN3 (The National Forest);

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

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

## Land off Ramscliffe Avenue, Donisthorpe (D8)

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



### Land off Ramscliffe Avenue, Donisthorpe (D8)

(1) Land Off Ramscliffe Avenue, Donsithorpe (D8), as shown on the Policies Map, is allocated for:

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

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

- (a) The submission of evidence which demonstrates that land stability and contamination will not be prohibitive of future development;
- (b) Provision of a safe and suitable access from Ramscliffe Avenue. Access from Church Street will not be permitted;
- (c) Provision of a pedestrian link to the adjoining public right of way P63;
- (d) Retention and enhancement of existing hedgerows along the western boundary of site and incorporated into the layout in a

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

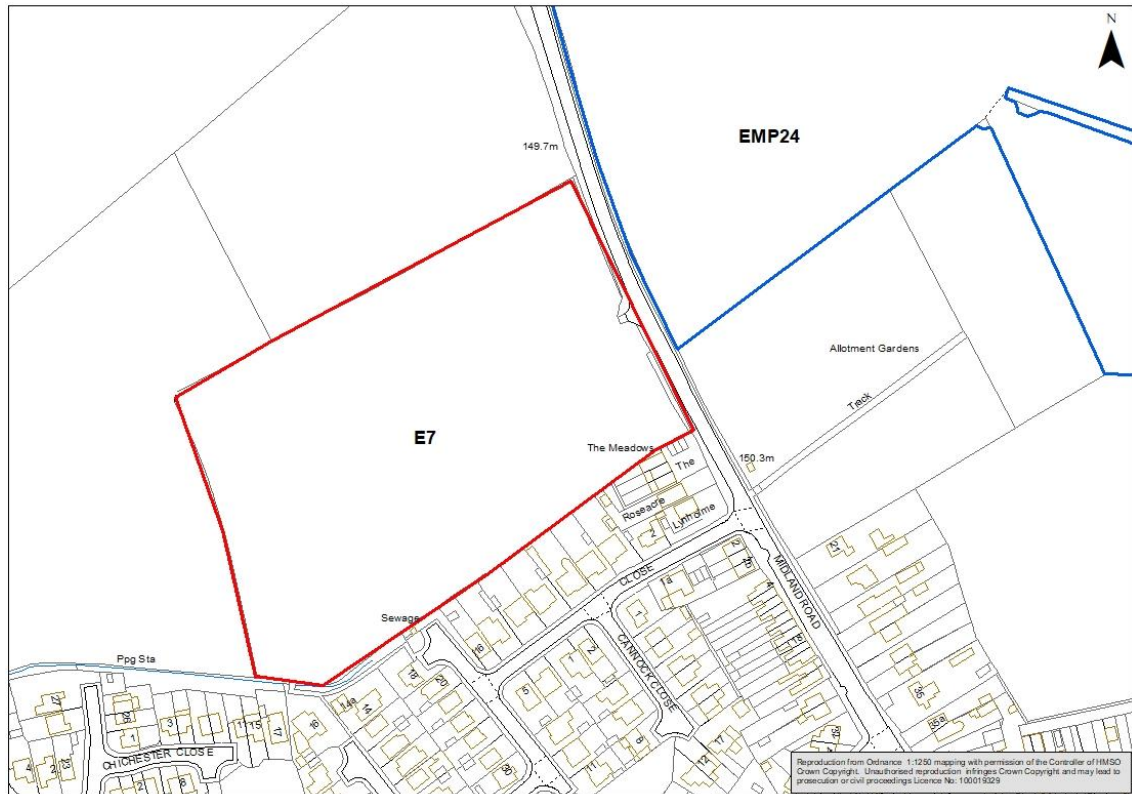
- (e) Achievement of biodiversity net gain in accordance with national requirements;
- (f) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (g) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions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

- 3.77. This site was previously part of the Ashby and Nuneaton Joint Railway which served the Leicestershire coalfield. Upon the line's closure in the 1970s, the site was infilled with inert waste. A previous planning permission for residential development (04/01162/OUT) considered this to be mitigatable. In view of the time that has elapsed since this permission it will be necessary for any planning application to demonstrate that this remains the case.
- 3.78. As the site is located within the River Mease catchment, it will be necessary to demonstrate that development would not have an adverse effect on the integrity of the Special Area of Conservation.



## Land at Midland Road, Ellistown (E7)

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



## Land at Midland Road, Ellistown (E7)

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

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

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

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

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

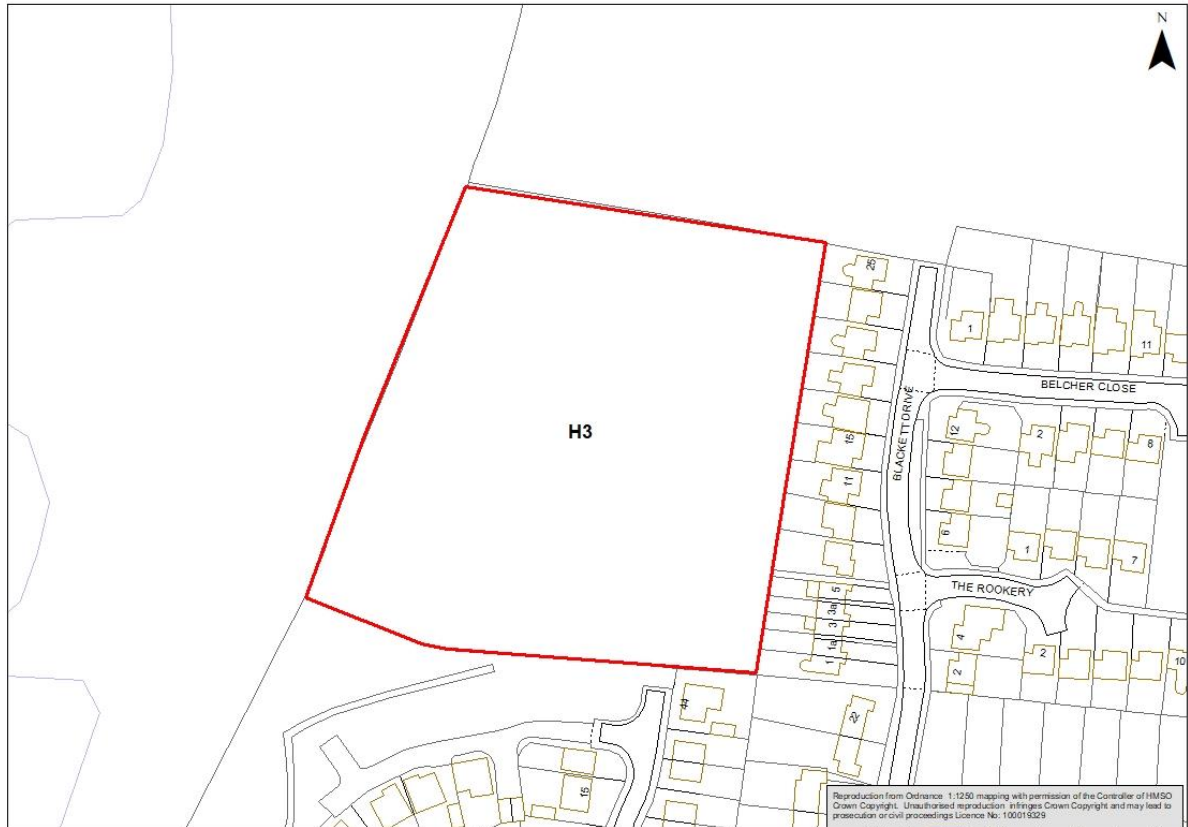
3.80. This site was submitted as part of a larger site (9.59 hectares) with a capacity of approximately 180 dwellings. The scale of the site allowed opportunity for the provision of a link road between Midlands Road and Leicester Road, and potentially address capacity concerns at the double mini roundabout in Ellistown. However, we think these benefits are outweighed by the impact of a development of this scale in terms of its relationship with the settlement and its visual impact on the wider area and open character.

3.81. Therefore, the site has been reduced in size so that it is better related to the settlement and pattern of development in the locality. Access via Midland Road has not been ruled out by County Highways, although the double mini roundabout in Ellistown is a recognised pinch point. Capacity issues at the roundabout would need to be resolved as part of any development.

3.82. Development of this site will reduce the visual and physical gap between Ellistown and Hugglescote and it will be important that the scheme is designed in a way to maintain actual and perceived separation between these two settlements. In addition, it will be important to ensure that the design and layout of development, as well as a landscaping scheme, is of a high quality as to minimise its impact on the wider countryside. Land on the opposite side of Midland Road is proposed for employment and the two sites should be designed to complement each other in terms of both design and infrastructure provision.

### Land Adjacent to Sparkenhoe Estate, Heather (H3)

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



### Land Adjacent to Sparkenhoe Estate, Heather (H3)

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

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

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

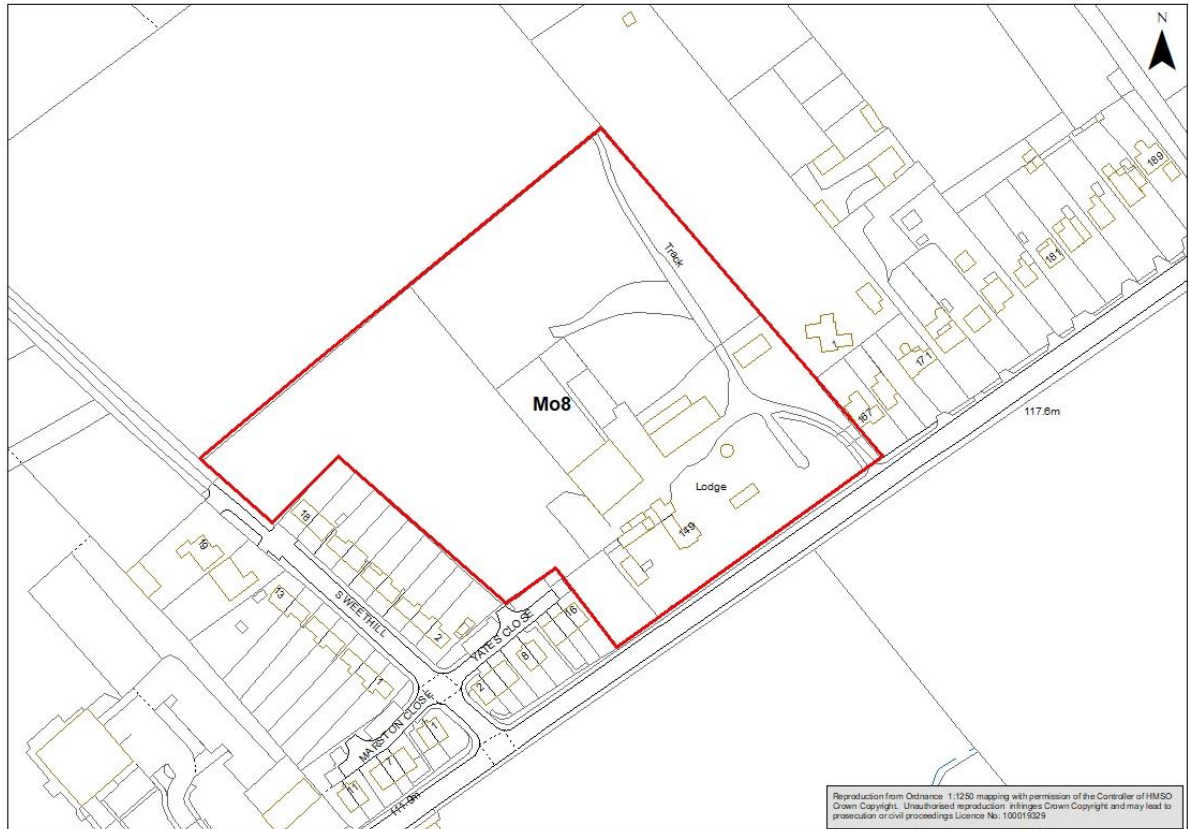
- (a) Provision of a safe and suitable access from the adjacent residential development at Gadsby Road;
- (b) Retention of the existing public rights of way (Q64) in so far as possible, with any diversions made to a convenient route nearby;
- (c) Retention of existing hedgerows with the provision of a 5m buffer zone alongside to be retained as open space;

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

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

## Land off Ashby Road, Moira (Mo8)

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



### Land off Ashby Road, Moira (Mo8)

(1) Land off Ashby Road Moira (Mo8), as shown on the Policies Map, is allocated for:

- (a) Around 49 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Provision for self-build and custom housebuilding in accordance with draft Policy H7
- (d) Areas of public open space and woodland
- (e) Surface water drainage provision (SuDS)

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

- (a) The submission of evidence which demonstrates that land stability and contamination will not prohibit future development;
- (b) Provision of a safe and suitable access from Ashby Road;
- (c) Hedgerows to the north-east and north-west boundaries to be retained and enhanced;

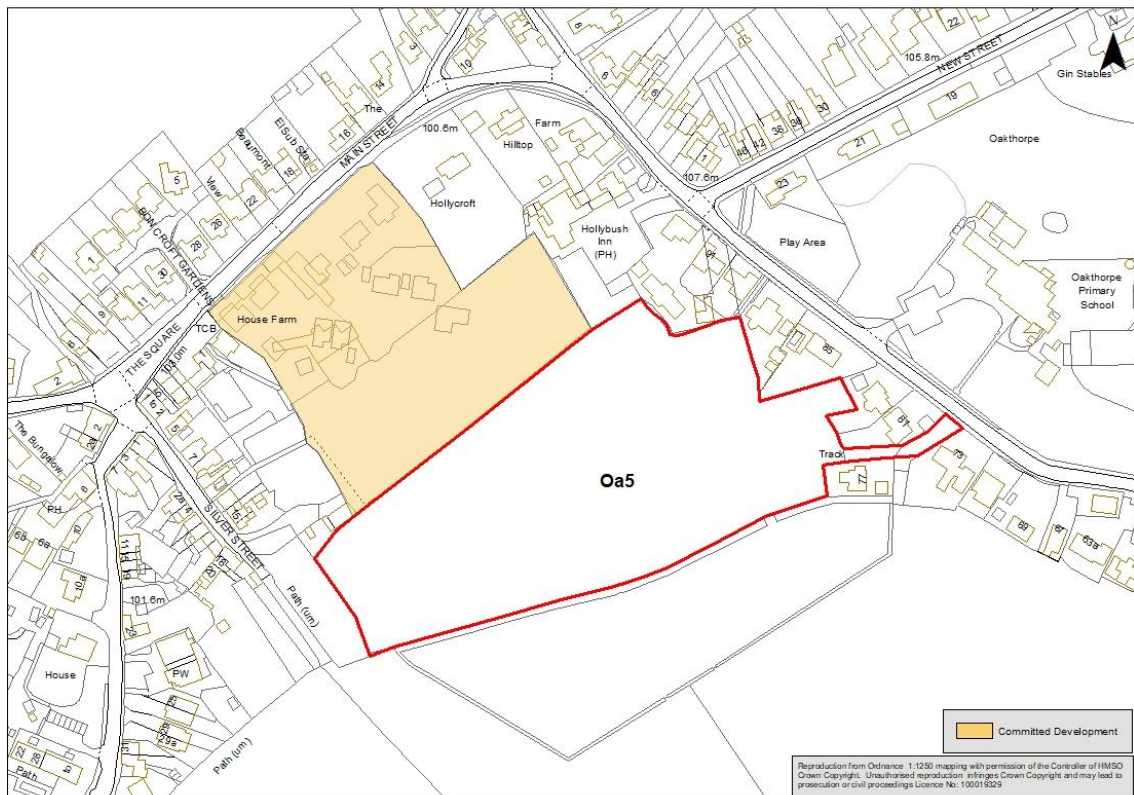
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft Policy En3 (The National Forest);
- (f) Provision for the discharge of wastewater into the River Mease catchment in accordance with the provisions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

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



## Land at School Lane, Oakthorpe (Oa5)

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



## Land at School Lane, Oakthorpe (Oa5)

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

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

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

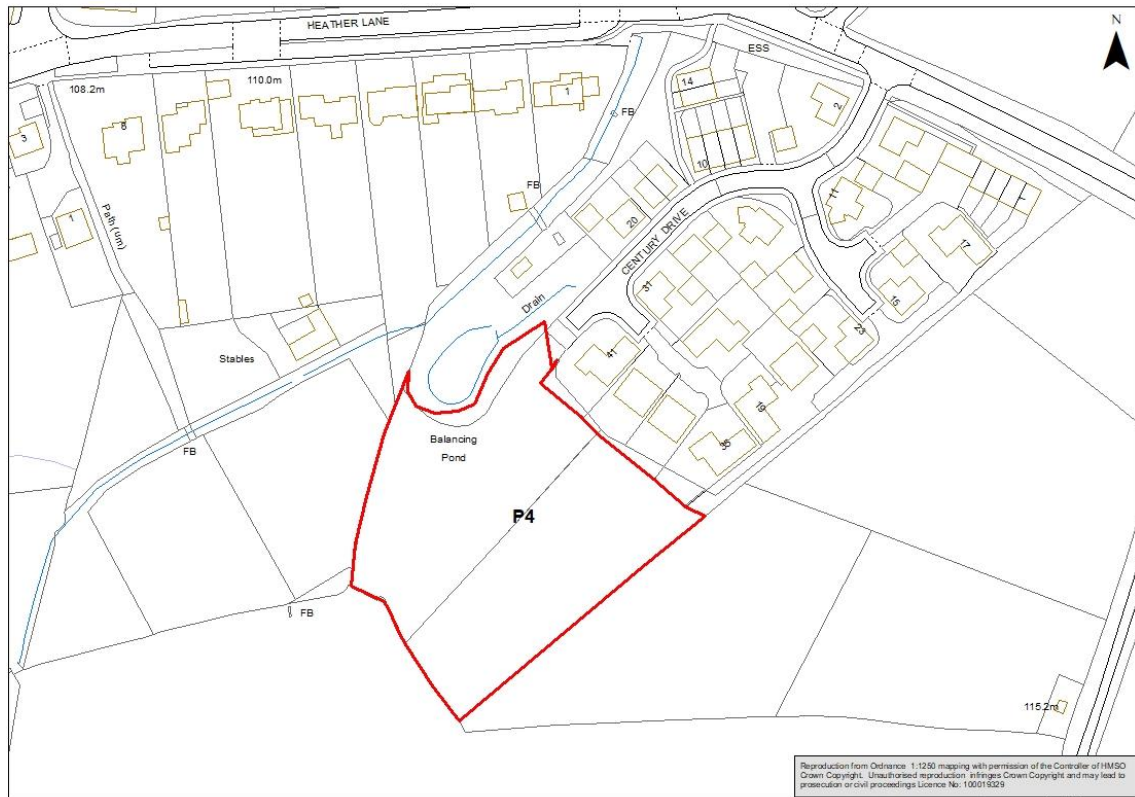
- (a) Provision of a safe and suitable access from the adjacent residential development at Home Farm;
- (b) Retention of the existing public rights of way (P71, P72 & P74) in so far as possible, with any diversions made to a convenient route nearby;
- (c) Provision of a high-quality landscaping scheme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

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

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

## Land South of Normanton Road, Packington (P4)

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



## Land South of Normanton Road, Packington (P4)

(1) Land at Normanton Road, Packington (P4), as shown on the Policies Map, is allocated for:

- (a) Around 18 homes
- (b) Provision of affordable housing in accordance with draft Policy H5
- (c) Areas of public open space
- (d) Surface water drainage provision (SuDS)

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

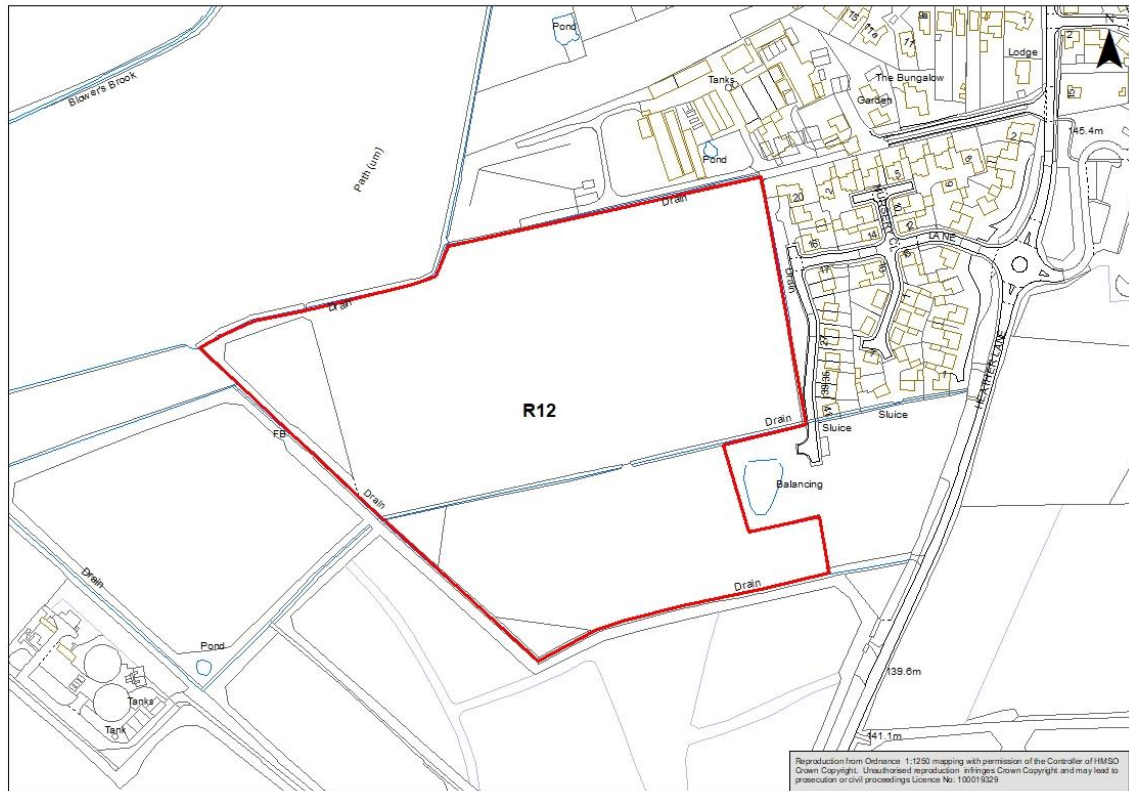
- (a) Provision of a safe and suitable access from the adjacent residential development at Century Drive;
- (b) Provision of a high-quality landscaping scheme to the southeast and southwest site boundaries to help mitigate the visual impacts of development;
- (c) Retention of hedgerows along the southeast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

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

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

## Land at Heather Road, Ravenstone (R12)

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



## Land at Heather Lane (R12)

(1) Land at Heather Lane (R12), as shown on the Policies Map, is allocated for:

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

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

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

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

- 3.94. The site extends to 7.3ha and could theoretically accommodate over 130 dwellings. However, we have based the proposed capacity of 50 dwellings on a developable area of around 2.5ha. We think the southern field should be kept free from built development so that it is in keeping with the adjacent housing development and pylons crossing the rear of the site would prevent built development extending into the westernmost part of the site. As the Local Plan progresses, we propose preparing parameter plans for our allocations and the developable area for this site would be shown on such a plan. The number of dwellings proposed for this site may change as we go through this process.
- 3.95. The site promoter needs to demonstrate that a safe and suitable access can be achieved. As there is a sewage treatment operation in the vicinity of the site, we need to be satisfied that the development would not have any negative odour impacts on future occupants.



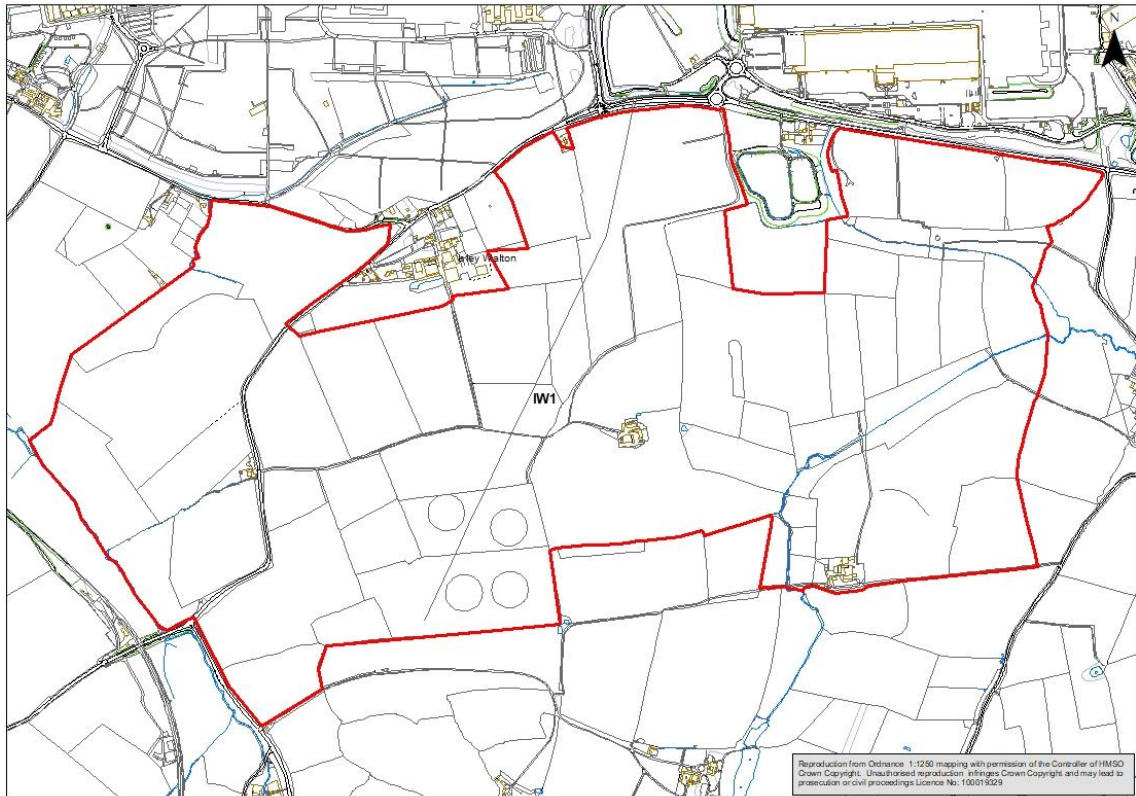
## New Settlement (Isley Woodhouse)

### Isley Woodhouse (IW1)

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

Plan and also enables a longer-term view to be taken beyond the end of the proposed plan period of 2040.

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



### **New Settlement: Isley Woodhouse (IW1)**

- (1) Land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth (316Ha) is allocated for a new, standalone village. When complete, Isley Woodhouse village will comprise:

- (a) Some 4,500 new homes, around 1,900 of which will be built by 2040.
- (b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with draft Local Plan Policies H4, H5, H7 and H10.
- (c) Homes suited to the elderly, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with draft Local Plan Policies H4 and H11.
- (d) Some 23,000sqm of employment floorspace (industry and warehousing) located along the A453 frontage to include start-up premises suitable for small businesses. By 2040 some 4,600 sqm of employment floorspace will have been delivered.
- (e) Primary and secondary schools.

- (f) A main village centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
- (g) Formal and informal open space to include children's play areas, sports pitches, recreation routes and cycling and walking links.

(2) The planning and delivery of Isley Woodhouse will be underpinned by the following key principles:

- (a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
- (b) Striving for carbon neutrality, including by incorporating measures to minimise energy consumption whilst maximising the benefits from on-site renewable energy generation and energy efficient buildings.
- (c) Achieving exceptional design quality based on a bespoke design code.
- (d) Delivering the infrastructure needed to serve the development.
- (e) Making sustainable travel - walking cycling, public transport and the use of electric vehicles - a realistic option for residents and workers.
- (f) Creating a village which caters for all stages of life.
- (g) Ensuring residents' day to day needs can be met as far as possible within the village.
- (h) Enabling people to live close to where they work by creating a village with a range of house types and tenures, including plentiful affordable housing, with sustainable transport links to nearby employment areas.

(3) A comprehensive masterplan and phasing plans are needed to bring the development forward. These must be approved by the District Council and should provide for:

- (a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
- (b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, and its delivery in a co-ordinated and timely way.
- (c) A comprehensive landscaping strategy that retains, enhances and capitalises on existing landscape features and is informed by the Council's Landscape Sensitivity Study (2020).
- (d) The achievement of national biodiversity net gain requirements as a minimum.
- (e) The conservation and enhancement of heritage assets both on-site and within the vicinity of the site.
- (f) A strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
- (g) Linked phasing plans for housing, employment and infrastructure.

(4) To ensure that a cohesive development is delivered which meets the principles and requirements outlined, the Council will only approve

planning applications that adhere to the comprehensive masterplan (or any updated masterplan agreed with the Council) and the bespoke design code.

- 3.105. The Isley Woodhouse site will enable the creation of a standalone settlement with the potential for up to 4,500 new homes in total, across all tenures and house types, as well as employment, schools and other key services, including shops and health services. It provides an opportunity to create a high quality and sustainable development. In order to do this, there will need to be masterplan which establishes how the site will be developed. We will work with the site promoters and other stakeholders to do this. The proposed policy lists some key principles which should govern the progression of this new settlement from planning stages to implementation.
- 3.106. A key part of the masterplan will be to consider how, where and when the new infrastructure required to support the new community will be delivered. The infrastructure study referred to above has highlighted the range of infrastructure that is likely to be required to serve this site as well as the proposed housing allocation to the west of Castle Donington (CD10). Some of this infrastructure will be required to serve both sites, for example upgrades in respect of the treatment of sewage and electricity supply. The traffic generated by these two sites, together with the Potential Location for Strategic Distribution to the east of Diseworth and south of the airport (EMP90, the Freeport site) would have a significant impact upon the local and strategic road network. To address this the Council has commissioned transport modelling to assess the cumulative impact of the three sites in conjunction with planned development outside the district, including at Ratcliffe Power Station. Once the impacts are understood it will then be necessary to identify a range of mitigation measures. These will consider how connections to and through the Isley Woodhouse site can be made as sustainable as possible, whilst recognising that journeys by car will be a significant component of all transport movements locally.
- 3.107. The overall infrastructure requirements are likely to be significant covering not just transport but also education, health, and recreation. These will be identified as part of an overall Infrastructure Delivery Plan which is in preparation. Much of this will need to be funded by the development itself. This means that any new infrastructure will have to be phased across the lifetime of the development in order to ensure that development remains viable, consistent with national policies. The Regulation 19 version of the Plan will provide more details regarding what infrastructure is required.
- 3.108. In order to ensure that people working in the locality can live close by if they wish, it is important that a range of house types, sizes and tenures are provided. This includes affordable housing as we know that many of the existing jobs locally are relatively low paid. If sufficient affordable housing is not secured there is a risk that the new settlement will be predominantly for those commuting to work elsewhere.
- 3.109. As referenced elsewhere, we will be undertaking a viability assessment of the new Plan's proposals in accordance with national policy requirements. As part of this we will test options for the proportion of affordable housing that the development should include, including potentially higher requirements compared with other parts of the district. The outcomes of this viability work will inform the detailed content of the policy for Isley Woodhouse at Regulation 19.
- 3.110. In order to ensure that any future development is genuinely sustainable, the design and layout of the new settlement needs to be of an exceptional quality, reflecting its setting within the wider rural landscape. We commissioned a Landscape Sensitivity Study which

identified a range of potential mitigation measures required to ensure that the impact on the landscape is minimised as much as possible. This should be used to inform the overall landscape strategy for the site.

- 3.111. Both East Midlands Airport and the Donington Park Racing Circuit generate a significant amount of noise. The 2020 Infrastructure Study recognises this and recommended that a full noise assessment would be required as part of any future planning application. This is reflected in the proposed policy. The employment uses will be sited along the northern part of the site adjoining the A453. As well as being good for road access, it will mean that residential areas can be sited further away from these noisy facilities and also, in part, shielded from them.

## 4. GENERAL NEEDS EMPLOYMENT ALLOCATIONS

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

Table xx: Employment Land Provision (April 2023)

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

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

### Draft Employment Allocations

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

- 4.3. The sites listed are insufficient to meet the entirety of the office requirement figure shown in Table xx. The forecast used in our [Need for Employment Land Study](#) (November 2020) indicates that the number of people in office-based jobs will increase over the plan period



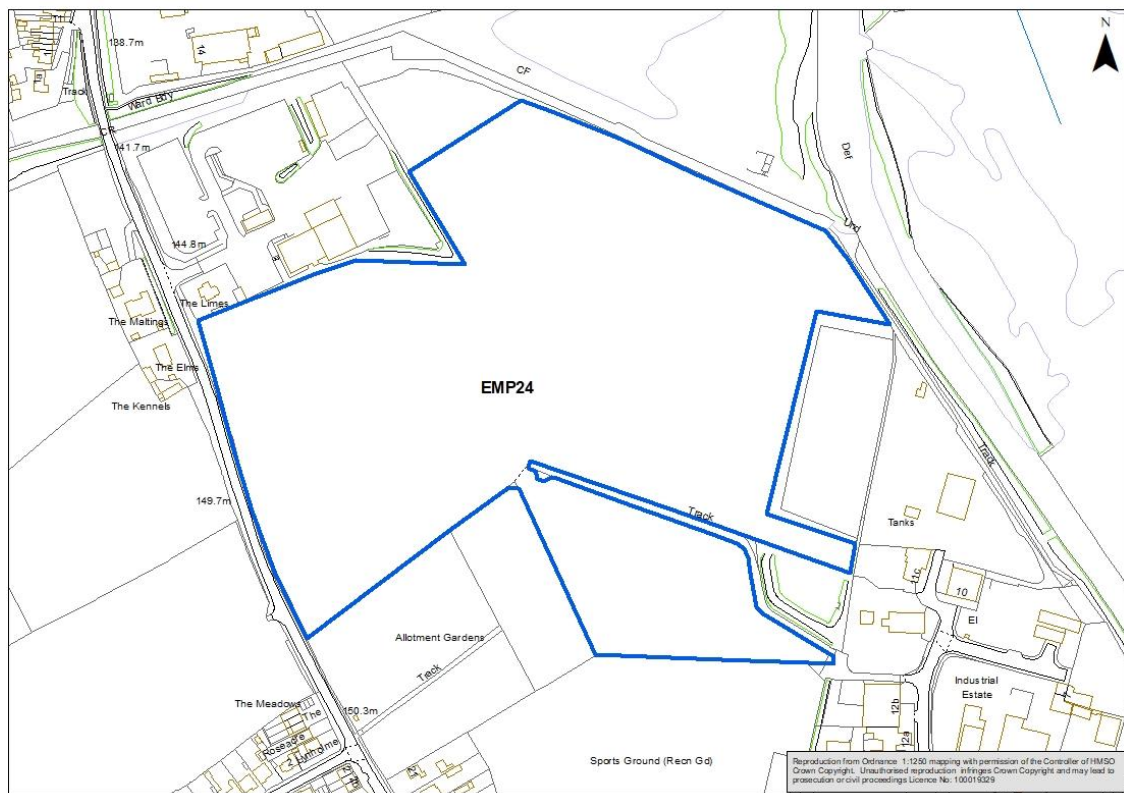
which, on the face of it, translates into a need for new office premises. However, as the study acknowledges, there is uncertainty about the degree to which this will happen including about the extent to which increased home working will affect future needs. In response, the study presents the office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

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

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

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

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



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

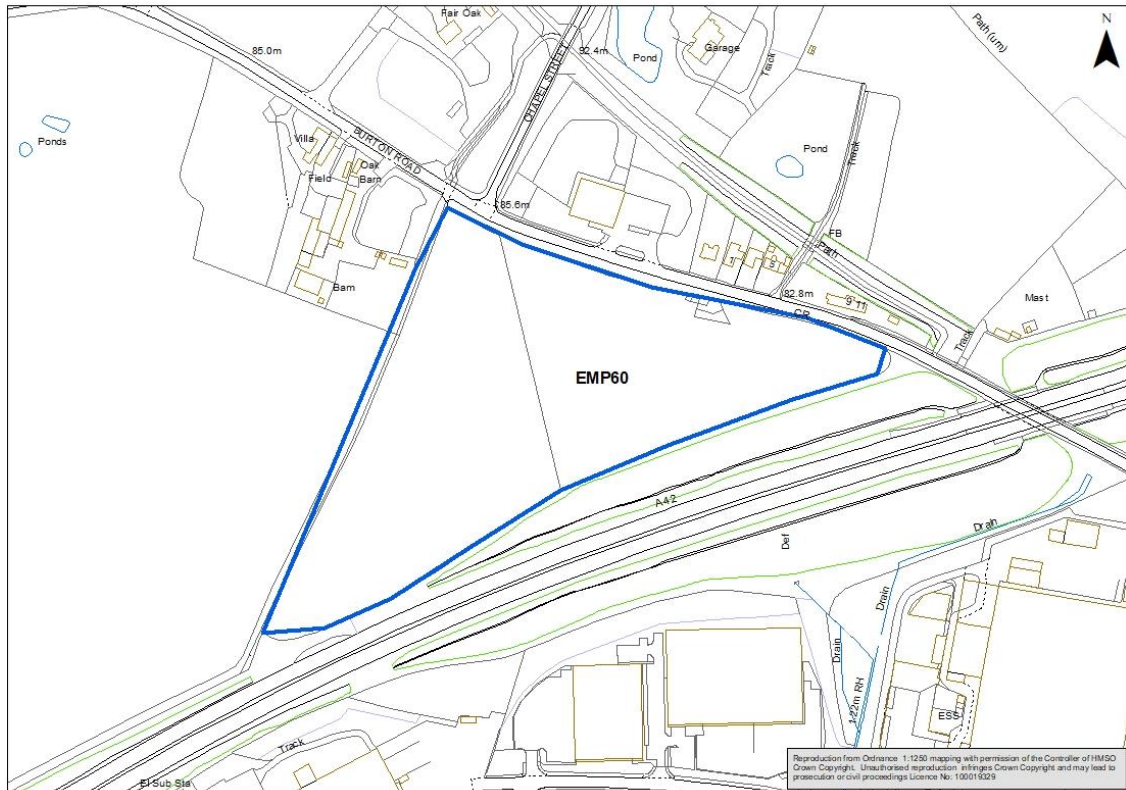
- (1) Land to the east of Midland Road, Ellistown (EMP24), as shown on the Policies Map, is allocated for:
  - (a) Around 29,160sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up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

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

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

## Land at Burton Road, Oakthorpe (EMP60)

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



### Land at Burton Road, Oakthorpe (EMP60)

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

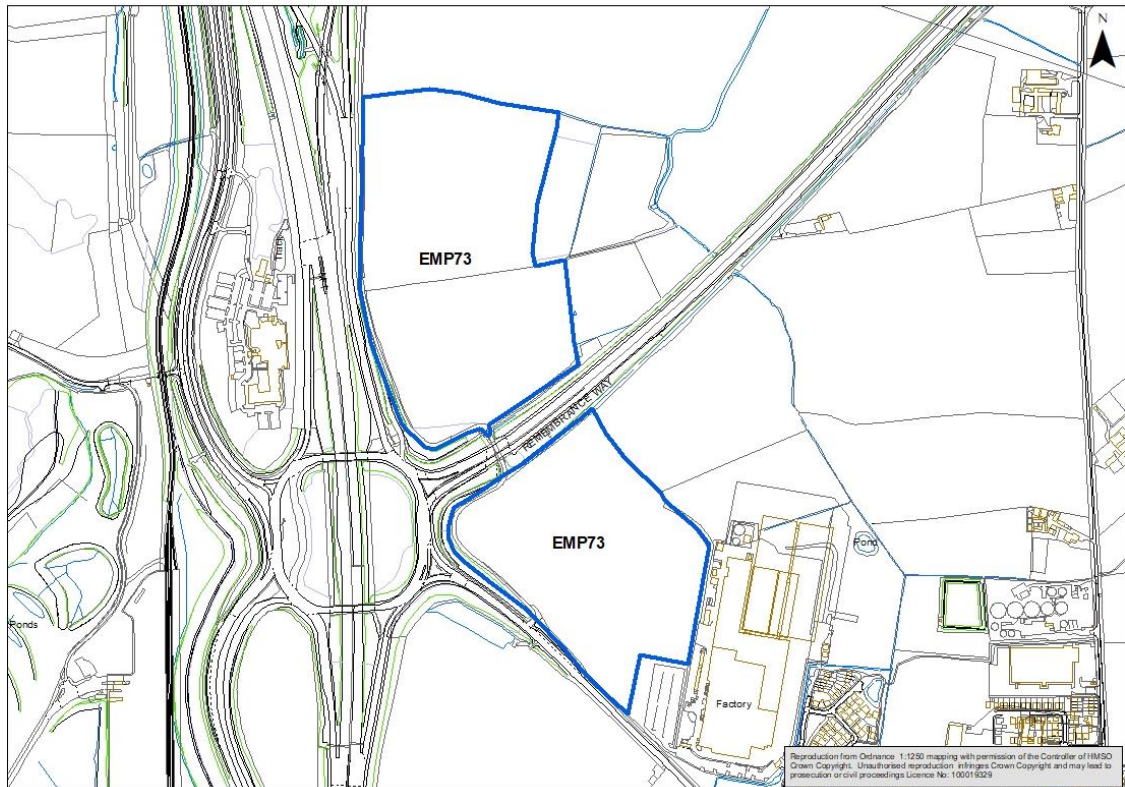
- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development, including in views from public right of way P78;
- (d) Achievement of biodiversity net gain in accordance with national requirements;
- (e) Provision of tree planting and landscaping in accordance with draft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

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



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

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



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

(1) Land north of Derby Road (A6), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:

- (a) Around 30,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
- (b) Surface water drainage provision (SuDS).

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

- (a) Provision of (i) a safe and suitable access from A6 Derby Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
- (b) Retention and enhancement of natural landscape buffers;
- (c) A comprehensive landscaping scheme to help mitigate the visual impacts of development;

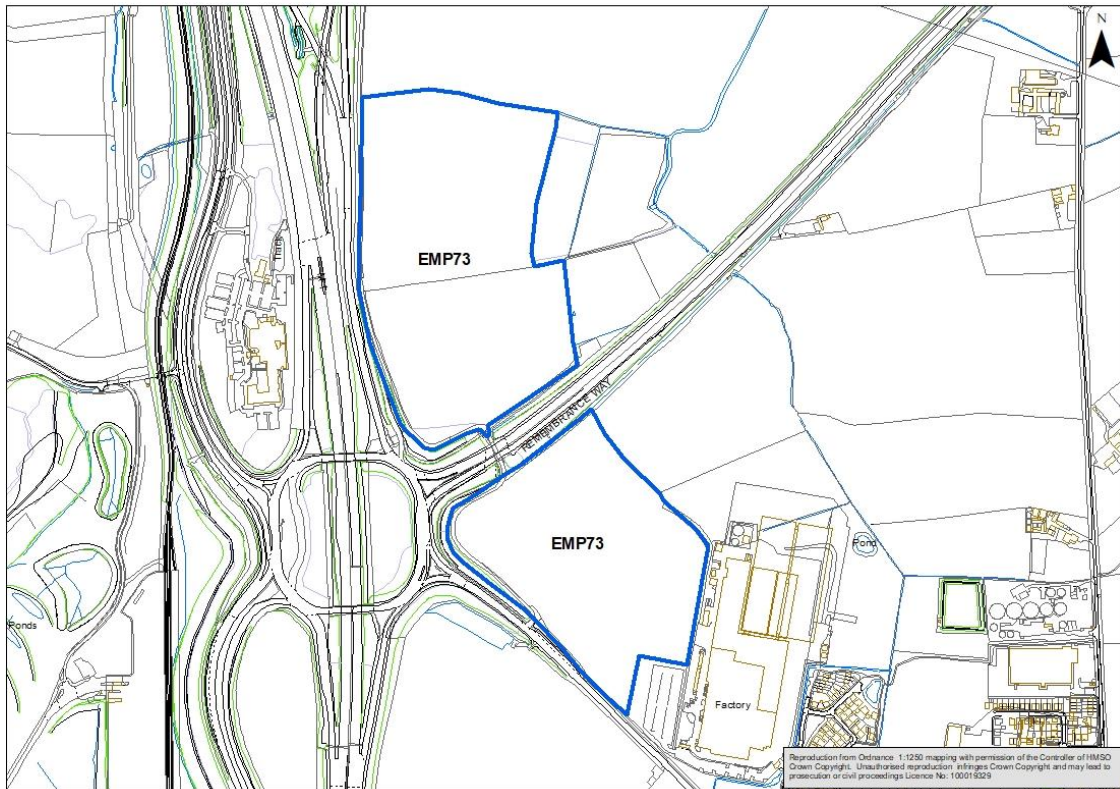


- (d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;
- (e) Achievement of biodiversity net gain in accordance with national requirements
- (f) Potential impacts on residential amenity are addressed through the scheme's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

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

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

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



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

(1) Land north of Remembrance Way (A453), Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for:

- (a) Around 40,000sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
- (b) Surface water drainage provision (SuDS).

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

- (a) Provision of (i) a safe and suitable access from A6 Derby Road via Land to the north of Derby Road, (ii) a new link under A453, (iii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iv) a sufficient package of sustainable

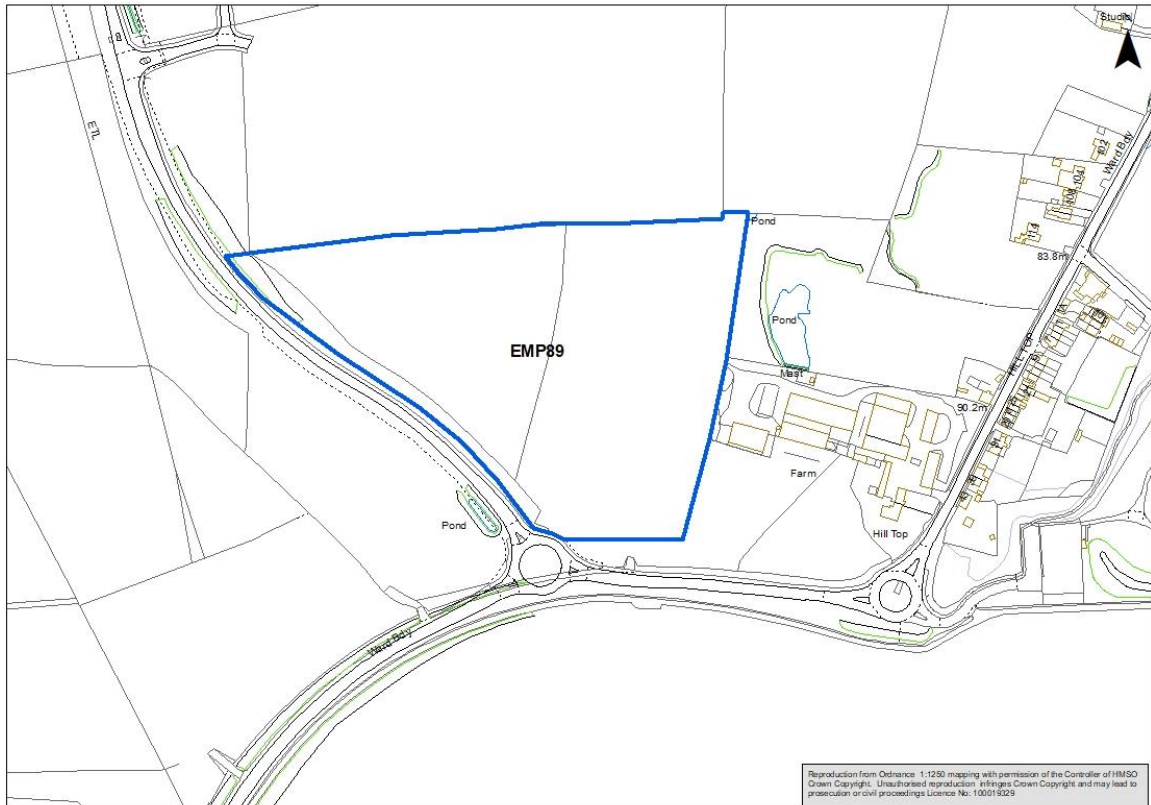
transport measures, all of which must meet the requirements of the relevant highways authorities;

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

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

## Land West of Hilltop Farm, Castle Donington (EMP89)

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



### Land west of Hilltop Farm, Castle Donington (EMP89)

(1) Land west of Hilltop Farm, Castle Donington (EMP89) as shown on the Policies Map, is allocated for:

- (a) Around 6,000sqm of offices and 11,850sqm of industry/smaller scale warehousing (Use Classes B2/B8) to include small scale industrial units suitable for start-up businesses in accordance with draft Policy Ec6 (Start-up Workspace).
- (g) Surface water drainage provision (SuDS).

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

- (a) Provision of (i) a safe and suitable access to be taken via Stud Brook Business Park, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, all of which must meet the requirements of the relevant highways authorities;
- (b) Retention and enhancement of natural landscape buffers;

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

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

## 5. POTENTIAL LOCATIONS FOR STRATEGIC DISTRIBUTION

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

### East Midlands Freeport

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



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

#### **J11 A/M42**

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

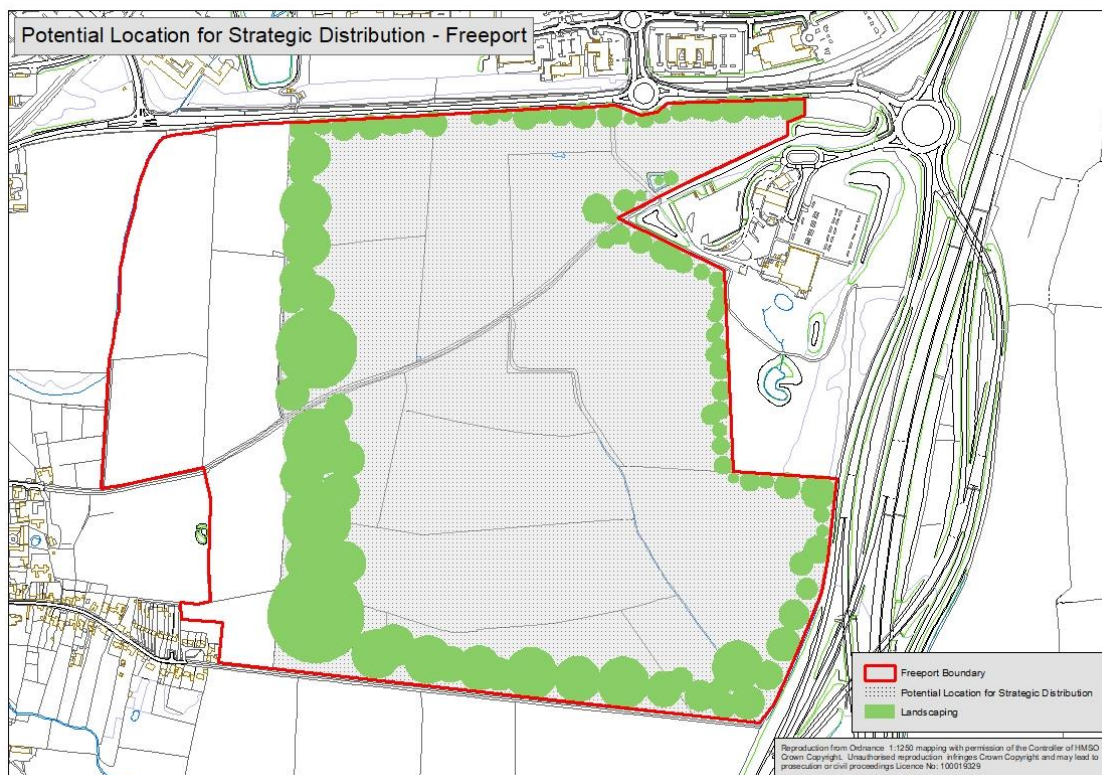
#### **Potential Locations for Strategic Distribution**

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

\* includes areas shown for landscaping

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

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



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

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

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

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

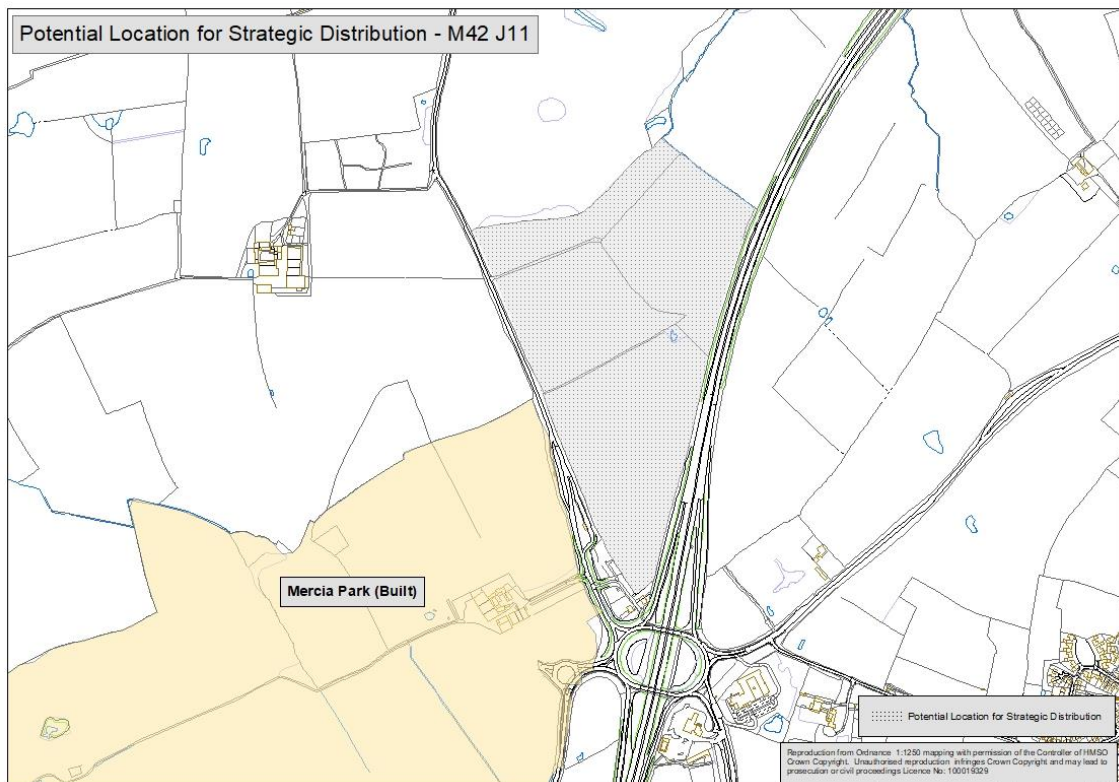
- (a) The provision of a safe and appropriate vehicular access to the road network to the satisfaction of Highways England and Leicestershire Highways Authority.
- (b) The site being accessible via a range of sustainable transport options including effective walking and cycling connections.
- (c) There being no harmful impact upon Diseworth Conservation Area or its setting.
- (d) The provision of an appropriate landscaping scheme which includes both extensive boundary treatment and also internal planting, so as to minimise the impact of development on the wider landscape and the setting of Diseworth.
- (e) The provision of evidence that assesses and addresses the impact on biodiversity both on the site and in its vicinity, including with respect to (i) the potential for great crested newts, (ii) nearby candidate Local Wildlife Sites and (iii) waterbodies within the site;

and the achievement of biodiversity net gain in accordance with national requirements.

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

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

### Land north of J11 A/M42 (EMP82)



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

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

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

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

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

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