

RESPONSES TO PROPOSED ALLOCATIONS

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

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

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

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

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

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

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

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	part of the site only which would help to better maintain the gap between Hugglescote and Ellistown.			

RESPONSES TO PROPOSED ALLOCATIONS

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

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

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

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

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

RESPONSES TO PROPOSED ALLOCATIONS

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

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

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

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

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

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

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

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

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

RESPONSES TO PROPOSED ALLOCATIONS

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


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

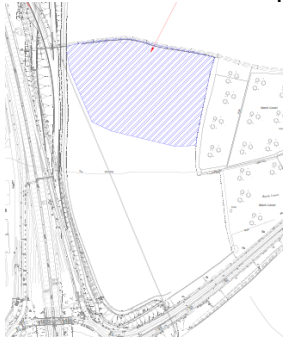
MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
	people will be able to live close to where they work.			
This will increase further demand for HMO's.	Noted. The new Local Plan also proposes a specific policy to support the Article 4 Direction to guide how planning applications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

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

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

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

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

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

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

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

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

RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP89	SITE NAME: Land at Hill Top, Castle Donington
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
<p>[Clowes strongly support the allocation. There are no known significant constraints and development of the site would be a logical extension to the existing employment development to the north.</p> <p>An appropriate and safe vehicular access to the site can be achieved through Stud Brook Business Park.</p> <p>Support the documentation that would be required for a planning application].</p>	Noted.	No change.	185	Pegasus Group on behalf of Clowes Developments (UK) Limited
<p>[Clowes acknowledge that the Council seeks to allocate 6,000sqm of office space within the site.</p> <p>However, it is acknowledged that the district's office market is much smaller than its industrial market and due to the identified uncertainty of future demand for office floorspace in the District, it is considered that office accommodation is unlikely to be appropriate within the proposed allocation. It is not supported by the Council's own evidence base or the additional evidence provided with</p>	The Plan's overall approach to office needs is discussed in the covering report (16 December 2024 Local Plan Committee). In respect of this site specifically, is agreed that industrial/ warehousing should be prioritised over office uses.	<p>Amend part (1)(a) of the policy: Delete the requirement for 6,000sqm of offices and amend the floorspace figure to 17,250sqm for industrial/smaller scale warehousing (Use Classes B2/B8).</p> <p>Add a new criterion to the draft policy that seeks to support the</p>	185	Pegasus Group on behalf of Clowes Developments (UK) Limited

<p>the representation, particularly the updated local office market assessment by NG Chartered Surveyors.</p> <p>The specific requirement for 6,000m² of office space should be removed from the allocation and instead:</p> <ul style="list-style-type: none"> • The allocation requires the delivery of approximately 11,850m² of employment floorspace (including E(g)(iii), B2 and B8); <p>AND</p> <ul style="list-style-type: none"> • The Council provides a pragmatic and supportive policy for office development in out of centre locations if there are no sequentially preferred sites identified in town centres or edge of town centre locations]. 		<p>provision of office uses on the site, subject to satisfying a sequential test. <u>“(3) The site is also considered suitable for an element of office uses (Use Class Eq(i) and (ii)), subject to a sequential test being satisfied.”</u></p>		
<p>[There is no requirement for further development of this land].</p>	<p>The new Local Plan needs to make provision for employment land. The remaining (‘residual’) requirement for general employment land (2024-42) was reported to the 13 November 2024 Local Plan Committee Meeting.</p> <p>The amount of employment land that the new Local Plan should identify to support the predicted growth of the district’s economy is substantially higher than when the draft Local Plan consultation was prepared and means that this site, and indeed additional sites</p>	<p>No change.</p>	<p>277</p>	<p>Castle Donington Parish Council</p>

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

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

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

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

RESPONSES TO PROPOSED ALLOCATIONS

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

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