

RESPONSES TO PROPOSED ALLOCATIONS

EMPLOYMENT	SITE NUMBER: EMP98	SITE NAME: Land between Ellistown Terrace Road and Wood Road, Ellistown
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MAIN ISSUES RAISED	COUNCIL RESPONSE	ACTION	RESPONDENTS ID	RESPONDENTS NAME
General				
Support for this proposed allocation.	Support welcomed.	No change.	167	Messrs Baines & Lee
<p>The phrase “around 20,000m² of industry/ smaller scale warehousing (Use Classes B2/B8)” in criterion 1) is supported so that businesses will be able to adapt and respond to change in economic circumstances throughout the Plan period. This should not be used as a minimum requirement during the development management process particularly if the market demand demonstrates that strategic warehousing is needed within this location.</p> <p>The Council’s evolving employment policies and allocations should recognise the importance of the district’s location for high-quality logistics. In particular, the Council should build up the success of Bardon Hill distribution park which is; a) located in the most sustainable settlement in the district, the Coalville</p>	Noted. If the site is considered suitable for an element of strategic warehousing once the requirements for this use are known, the split between the different uses will be set out in the policy. Whilst a degree of flexibility is appropriate, the Council would want to ensure that a significant amount of general needs employment is delivered on this site.	No change	103	Wilson Bowden

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Urban Area; b) is accessible via sustainable modes of transport; c) is situated in an Area of Opportunity within close proximity of the A511/M1.				
The specified uses should extend to Class E (g) (iii) associated with industrial processes that can be carried out in any residential area without detriment to the amenity. This will help to provide additional flexibility.	Agreed	Amend criterion (1)(a) to read “Around 20,000sqm of industry/smaller scale warehousing (Use Classes E(g)(iii) , B2/B8)....”	103	Wilson Bowden
Highways				
Access could only be achievable off Wood Road. The proposals would need to demonstrate how the respective accesses would interact with each other. Providing these would be safe and suitable, and the traffic impact not unacceptable, there would be no in principle objection. The site is not in a very sustainable location in terms of active travel and public transport. An active travel access point would be required at the northern end of the site on to Ellistown Terrace Road.	The proposed policy specifies that access is to be via Wood Road and requires the delivery of a sufficient package of sustainable transport measures.	No change	150	LCC (Local Highways Authority)
EMP98 is adjacent to a site in the draft H&BBC Local Plan (Land south of Wiggs Lane). HBBC would welcome a co-ordinated and comprehensive approach to address the highways	Comment noted and welcomed. Officers will collaborate with the Borough Council and Local Highways Authority colleagues on this matter. In the meantime,	Amend Part 3 of the policy to read:	51	Hinckley & Bosworth Borough Council

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impacts of the two sites, as set out in the consultation document.	revised wording for part (3) of the policy is recommended although this may need to be further updated to reflect the outcomes of these discussions and/or the outcomes of transport modelling more widely.	(3) Land on the south of Wood Road has been put forward as a potential employment site in the Hinckley and Bosworth Borough Council's Consultation Draft Plan (Regulation 18) July 2024 [EMP1 – Land at Wiggs Farm, Wood Lane/Station Road, Bagworth]. If the site in Hinckley and Bosworth borough goes forward, a A co-ordinated and comprehensive approach to address the combined highways impacts of this site and Land at Wiggs Farm in Hinckley & Bosworth Borough [if this site is included as an allocation in H&BBC's Local Plan] the two sites will be required.		
The need for a coordinated approach with respect to the adjacent site in Hinckley and Bosworth Borough Council is understood but this must not prevent EMP98 from coming forward in a timely manner. Reference to land	The policy requirement would not make delivery of the sites contingent on one another. Rather it seeks to ensure that the combined impacts of the two sites (if both are allocated) are	See revised wording above.	167	Messrs Baines & Lee

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within H&BBC should be removed from the policy as it would not be implementable given that the request to have a coordinated and comprehensive approach to development is within land that is outside of the Local Planning Authority's control.	taken into account in the design of the highway improvements needed. This is considered reasonable and necessary. The approach is also supported by Hinckley & Bosworth BC and officers will collaborate on this matter.			
<p>Criterion (3) needs to be more specific. The draft policy wording requires a co-ordinated and comprehensive approach to address the highways impacts of the two sites if the land in Hinckley and Bosworth Borough "goes forward". It is considered this draft wording is ambiguous and puts unnecessary and unjustifiable requirements on the site that are not CIL compliant as it does not fairly and reasonably relate in scale and kind to the development contained within the draft allocation.</p> <p>There could be a scenario that the Wiggs Farm site is allocated but not committed as no application is permitted on the site. In this respect, it is suggested that the policy is updated to ensure that the draft allocation does not prejudice any potential development at Wiggs Farm.</p>			103	Wilson Bowden
The site(s) will attract heavy vehicles in construction and operation, leading to further congestion on local roads.	Forthcoming transport modelling will identify a) the traffic impacts of this proposed allocation in	No change	45	Jake & Lucy Tuxford

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This will increase travel times and pose safety risks for pedestrians and local drivers. Terrace Road already faces backlogs to the roundabout at Battram Turn due to the pinch point of the junction of Terrace Road/Victoria Road. With the lack of safe pedestrian facilities, current public transport and the distance to the nearest convenience store, car use will predominate – all meaning more traffic.	combination with the other proposals in the plan (and development in adjoining areas); and b) identify what mitigation/improvements would be needed in response. This may include physical works to increase junction capacity as well as improvements to public transport and walking/cycling routes for employees to use.			
Local services and infrastructure				
The site is approximately 300m west of the railway. Given the size of allocation it will require careful consideration in relation to traffic generation, routing and impact on nearby level crossings. It is likely that Network Rail would have concerns in respect of this allocation should it come forward and mitigation measures may be required to address any safety impact which would be at the developer's expense.	As no specific evidence has been provided regarding this matter it is not considered appropriate to include a specific policy requirement. However, the potential impact of development on the safety and operation of level crossings and any appropriate mitigation measures would be addressed through Transport Assessments as part of any planning application.	No change.	87	Network Rail
Environmental Issues				
Land condition. The southern-most boundary of the site appears to be atop or immediately adjacent to a historic landfill (Battram Landfill). Any land atop a landfill should be considered to be contaminated land	The DEFRA website shows a historic landfill site immediately adjacent to EMP98 to the south/south-west. This land appears to be in low key use for the open storage of gravel etc.	Add a criterion to read “The submission of evidence which demonstrates that land stability and contamination from the	480	Environment Agency

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and therefore it will be important to ensure that any redevelopment of the site does not pose a pollution risk to the water environment.	This is not considered to be a barrier to the development of EMP98 but any potential pollution and land stability risks should be investigated and addressed as part of a future planning application. This should be added as a requirement of the allocation policy.	historic landfill site on adjacent land will not be prohibitive of future development"		
Flooding. There are some isolated areas of high surface water flood risk, forming quite distinct flow paths. These flood paths will need to be avoided or mitigation measures implemented to manage their risk. Particular consideration will be required with regards to exceedance flow routing. Employment allocations generally have a flood risk vulnerability classification of 'less vulnerable' but some employment uses can be of greater vulnerability. This will need consideration as part of the flood risk assessment should development come forward at this location.	<p>The Flood Map for Planning shows a propensity for surface water flooding at locations within the site.</p> <p>In March 2025, The Environment Agency updated the Flood Map for Planning datasets to include both a climate change scenario and three present-day surface water flood risk scenarios. In addition, the 2024 National Planning Policy Framework has been strengthened and plans need to take into account all sources of flood risk in a sequential approach to the location of development (paragraph 172). In light of these updates, officers are currently liaising with the consultants who prepared the Strategic Flood Risk Assessment on the possible</p>	No specific change required.	150	LCC as Lead Local Flood Authority

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	need to update the evidence base. At this time there is no reason to think that this would result in any of the proposed allocations as not being considered suitable, but specific policy requirements may need to be included in the next version of the Plan.			
Minerals. The allocation is mostly within an MSA for Brick Clay. As such, we recommend that a Minerals Assessment is undertaken in line with Policy M11 of the Leicestershire Minerals and Waste Local Plan (LMWLP) to support any allocation of these sites, ensuring that the mineral is not needlessly sterilised by future development.	A criterion can be added to require a mineral assessment.	Add a criterion to read “ <i>Provision of a Mineral Assessment for brick clay</i> ”.	150	LCC as Minerals & Waste Planning Authority
Waste. The allocation is within 600m of Ellistown Brickworks (N27) and Ellistown Concrete (N8) which are safeguarded waste sites. This should be something to be aware of, as any allocation should be in line with LMWLP Policy W9 and not prejudice the operation of the site. Any future planning permission would need to be in line with the ‘agent of change’ principle (paragraph 200 NPPF) requiring the applicant to provide mitigation before the development has	Paragraph 200 of the NPPF states that “existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established”. Assuming highways impacts are satisfactorily addressed, there is no indication at this stage that the development of this site would prejudice the operation of the brickworks and the concrete manufacturer.	No change.	150	LCC as Minerals & Waste Planning Authority

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been completed where a sensitive use is introduced.	Part of the field to the north fronting Ellistown Terrace Road has planning permission for use as overflow storage for HGVs for the concrete works opposite (19/02443/FULM, granted 26 July 2023). This would see the creation of an access road onto Ellistown Terrace Road and the site laid to hardcore/aggregate. It is not considered that the proposed allocation would impact on this consent.			
National Forest. The supporting text should refer to the site's location in the National Forest.	Agreed.	Reference the site's location in the National Forest in the supporting text.	165	The National Forest
Biodiversity. EMP98 is located within the National Forest. Development would disrupt habitat and ecological features such as hedges and trees and potentially harm the Battram Turn Local Wildlife Site. In addition, the Hinckley and Bosworth site EMP1 contains substantial areas of trees which will disappear. The disruption of natural habitats and ecological features can lead to a decrease in the environmental quality of the area, Loss of this wildlife would negatively impact our daily lives and mental health.	Natural England, the National Forest and LCC Ecology team have not made an 'in principle' objections to the development of this site which is primarily arable land. The draft policy requires that adverse impacts on the candidate Local Wildlife Site are avoided. This could include adding buffer planting between the LWS and development. Development will also be subject to Biodiversity Net Gain requirements.	No change.	45	Jake & Lucy Tuxford

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<p>Biodiversity. All the allocations should incorporate opportunities for Green Infrastructure and biodiversity enhancement. The emerging Leicestershire & Rutland Local Nature Recovery Strategy should also be a consideration.</p> <p>Any site for allocation in the local plan should clearly set out the Biodiversity Net Gain (BNG) requirements for the development including both on-site and where appropriate off-site provision (we acknowledge that the policy requirements for BNG are set out in Policy En1).</p>	<p>It is agreed that the incorporation of Green Infrastructure (GI) within development is an important objective but it is considered that the issue is adequately addressed in draft Policy ENV1 and does not need to be repeated in individual site allocation policies. Similarly, BNG is adequately dealt with in national policy and guidance in addition to the requirements in Policy ENV1.</p>	No change.	345	Natural England
<p>Biodiversity. EMP98 falls within the SSSI catchment risk zone for Ashby canal. Following a precautionary approach, we advise that in these locations that any proposal must provide sufficient evidence that any water discharges arising from the development will not cause significant impact to the relevant designated site.</p>	<p>At this point there is no evidence from Natural England or others that employment development in this location will have any adverse effects on designated sites such that the allocation of the site should not proceed. Water discharge arrangements are a detailed matter which will be assessed for their efficacy at planning application stage.</p>	No change	345	Natural England
<p>Heritage. Re Archaeology. No formal investigations yet undertaken and no previous consultations. Likelihood of Roman remains in NE portion. No indications of any ridge & furrow. Will require pre-determination evaluation, followed by appropriate</p>	<p>The archaeological features of the site are noted. As identified this representation, archaeological evaluation and mitigation is a matter which will be addressed at planning application stage.</p>	No change.	150	LCC Heritage

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mitigation secured by condition upon any future planning permission."				
Heritage. Development would be within 500m of Pickering Grange Farm. Development would harm the rural setting of Pickering Grange Farmhouse, which is a grade II listed building. I believe that it would harm views of the listed building from public footpaths Q77 and Q87.	A preliminary heritage assessment finds that Pickering Farmhouse is of considerable heritage significance. Development on EMP98 may be seen in some distant, glimpsed views of the Farmhouse and this would constitute harm to the setting of the listed building. Importantly however, vegetation and topography means that the building is largely screened from EMP98 itself. Its architectural and historical value is generally appreciated from more close-range views and not in views from EMP98. The assessment concludes that it is unlikely that development on EMP98 would amount to 'substantial harm' to the heritage significance of the building (NPPF paragraph 214). With this advice, officers consider that heritage impacts are not a barrier to the allocation of this site provided there are appropriate safeguards in the allocation policy.	Amend criterion (b) to read: (b) The potential for harm to the significance of Pickering Farmhouse (Grade II) is fully assessed and satisfactorily addressed through the scheme design. Potential impact of the proposals on the setting of heritage assets should be assessed in line with national guidance, considering in particular the setting of Pickering Grange Farmhouse (Grade II). Potential harm to the setting of heritage assets should be mitigated through appropriate design and landscaping.	400	NWLDC Conservation Officer
Heritage. The grounds of Pickering Grange Farmhouse are in close proximity and development here could harm the setting of this heritage asset.			45	Jake & Lucy Tuxford
Heritage. Criterion (b) requires the potential for harm to the significance of Pickering Farmhouse (Grade II Listed) is fully assessed and satisfactorily addressed through the scheme design. However, "satisfactorily addressed" is ambiguous and therefore reference to this phrase should be removed and reference should be made to the relevant parts of the NPPF in relation to "proposals affecting heritage assets" and "considering potential impacts" as part of the scheme design.			103	Wilson Bowden
Noise. EMP98 will lead to increased noise from construction and subsequent operations. This is already	There are two properties immediately adjacent to the site, fronting B585. At planning	Re-write criterion (2)(c) to read:	45	Jake & Lucy Tuxford

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disruption for local residents due to the 24-hour operation of Pallex. Noise disruption will also come from increased traffic. Continuous exposure to high noise levels can lead to stress, anxiety, and other mental health issues.	application stage careful consideration will need to be given to how noise from the site's operation such as loading/unloading, reversing alarms etc. could impact on these properties. Solutions would include a site design that locates parking/loading areas away from these properties with the unit/s located in-between to act as a noise barrier as well as effective sound insulation of the units themselves. Through these and other measures it is considered that noise impacts could be sufficiently mitigated such that noise generation is not a barrier to the allocation of the site. The policy should be strengthened to emphasise the importance of amenity issues.	"(c) The potential for adverse impacts on residential amenity is addressed through the scheme's design <i>A design and layout which respects the amenity of adjoining residential properties fronting Ellistown Terrace Road with measures to address, in particular, noise and light disturbance"</i>		
Light pollution. The introduction of industrial-scale lighting for the employment site can lead to light pollution, affecting the quality of life for residents. This is already present with a continually lit street lamp outside and the continuous lighting of Pallex.	It is considered that lighting impacts could be sufficiently mitigated such that it is not a barrier to the allocation of the site. Solutions would include careful siting and baffling of lighting to control light spill into the nearby properties. The suggested revised wording for	See revised criterion (2)(c) above.	45	Jake & Lucy Tuxford

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	criterion (2)(c) specifically mentions lighting impacts.			
Air pollution: Increased traffic and with vehicles stopping at the traffic lights contributing to higher levels of air pollution which could affect the respiratory health of residents. Construction will generate significant amounts of dust and dirt, which can settle on homes and gardens, reducing the quality of life for residents. Employment site activities often produce particulate matter, which can further degrade air quality and cleanliness. Residents are already living with this due to traffic and proximity to Pallex /J.P McCann.	The site is not in an Air Quality Management Area and has not been identified as a location where air quality monitoring is required. Draft Policy EN6 requires an air quality assessment to be prepared for development where air quality could be significantly affected.	No change.	45	Jake & Lucy Tuxford
Over domination. Large industrial buildings can overshadow residential properties, creating an oppressive environment. If EMP98 and EMP1 go ahead there will be no “breathing” space. This would significantly affect our mental health and wellbeing as residents.	The detailed design of the site, and in particular the siting, height and bulk of the units can be controlled to limit the extent to which the development dominates the adjacent properties. Structural landscaping including bunds and screening could be used to provide effective separation between the new units and the existing properties. Revised wording for criterion (2)(c) now specifically requires amenity issues to be considered in the layout of the development.	See revised criterion (2)(c) above.	45	Jake & Lucy Tuxford

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<p>Visual and Landscape Impact: EMP98 on its own would represent a “substantial incursion into the countryside”. The visual impacts would be considerable given the site’s scale and proximity to property boundaries, Wood Road and the rest of Terrace Road. It would dominate the landscape and be in prominent views from PROW and Terrace and Wood Road and create an industrialised view This is before the cumulatively further negative effects that EMP1 [<i>in H&BBC</i>] would also bring. This site(s) would further devour up greenfield space.</p> <p>This would make a significant impact to our mental health due to the countryside view disappearing.</p>	<p>The overall landscape and visual sensitivity to employment development of the northern field has been assessed as medium-low in the Landscape Sensitivity Study. The landscape qualities of the southern field are considered to be broadly similar.</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 17 years to 2042. This does mean, as in this case, allocating some greenfield land for development. Attributes of this site include its relatively good access to the strategic road network which avoids nearby villages, its proximity to an established employment area in Bardon and to local workforce.</p>	No change.	45	Jake & Lucy Tuxford
<p>Landscape. Re criterion (g), refine the policy wording to ensure natural landscape features with significant landscape, arboricultural or ecological</p>	<p>The wording proposed in this representation significantly diminishes the objective to retain and enhance the site’s existing landscape features. The site</p>	No change	103	Wilson Bowden

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value are sought to be retained and/or mitigated if necessary.	comprises two large agricultural fields and the natural features are predominately along the site's edges (hedges/tree belts) but there is also a hedge which bisects the site (this is along the route of the PROW) and two freestanding trees. The indicative plan submitted with the representation shows a layout which would result in the loss of the freestanding trees and the bisecting hedge (and would require the realignment of the PROW). In these circumstances, and recognising that alternative layouts which could accommodate these features are expected to be achievable, the criterion should be retained.			
Land Use efficiency: EMP98 scores significant negative for efficient land use (SA14) because it is greenfield site outside of settlement limits.	The new Local Plan must also identify further locations for the additional development needed for the period to 2042. This means, as in this case, allocating some greenfield land for development.	No change.	45	Jake & Lucy Tuxford
Other issues				
The Council should consider selecting a site closer to the M1 motorway which would offer numerous advantages, including better current infrastructure	The emerging Local Plan includes sites with good connections to M1 at Castle Donington and Kegworth. Other	No change.	45	Jake & Lucy Tuxford

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<p>connectivity, economic benefits, reduced local traffic and reduced environmental impact on residents (including disruption) and biodiversity/geodiversity.</p> <p>Failing this the Council should reconsider the sole use of original site selection of EMP91 as it is a smaller parcel of land and therefore much less of the effects listed above. This site combined with EMP1 would have dramatic effects.</p>	<p>locations are needed to a) meet the overall requirement for employment land; and b) plan for a reasonable diversity of locations. This site is close to the main built-up area of Coalville (for workforce), is close to an established industrial area and has reasonable access to J22 M1.</p>			