

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

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

1 BACKGROUND

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

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

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

2 STRUCTURE OF THIS REPORT

2.1 The report is structured as follows:

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

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

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

3 STRATEGIC WAREHOUSING SITE ALLOCATION POLICIES

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

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

Table 1: Strategic warehousing site allocations

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

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

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

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

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

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

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

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

Land south of East Midlands Airport (EMP90)

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

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

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

Land south of Kegworth bypass (EMP97)

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

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

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

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

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

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

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

Land at Corkscrew Lane (J13 A42) (EMP80)

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

4 HOUSING TYPES AND MIX

Regulation 18 Consultation

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

circumstances.

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

Updated Housing Mix Evidence (UHME)

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

Local Plan Policy

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

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

5 POLICY IF8 - UPDATE REGARDING LORRY PARKING

- 5.1 Paragraph 114 of the [National Planning Policy Framework](#) (NPPF) states that *“Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages.”*
- 5.2 Lorry parks support the successful operation of the road freight industry. An off-site lorry park is a dedicated area where drivers can stop for rest or overnight stays, they contain facilities to support driver welfare and can also be used by drivers waiting for their allocated delivery/collection time slot.
- 5.3 The district’s central location in the country, its proximity to the Strategic Road Network and economic profile means there are high levels of lorry traffic movement through North West Leicestershire. The National Highways [“Lorry Demand Assessment”](#) (2023) identifies a shortage of lorry parks nationally with North West Leicestershire having the most pressing lorry parking issues in England.
- 5.4 Since the above assessment data was collected, planning permission has been granted for the following, all of which will contribute to the provision of lorry parking: -
- Provision of an additional 20 lorry parking spaces at Donington Park Service Area (21/01216/FUL).
 - Provision of parking for 87 HGVs (Heavy Goods Vehicles) and 13 LGVs (Light Goods Vehicles) and facilities at land adjacent to Junction 11 of the M42, Appleby Magna (21/01654/FUL).
 - Provision of an additional 19 HGV parking spaces at the East Midlands Gateway (22/00771/FUL).
- 5.5 The [Additional Proposed Housing and Employment Allocations for Consultation \(2025\)](#) included a Call for Sites for lorry parking. Three sites were submitted, discussed further below.
- 5.6 **Former Ashby Aquatics, Nottingham Road, Ashby de la Zouch:** Officers have previously assessed this site as a potential employment allocation, but it was discounted due to extensive ecology issues. The call for sites submission proposed its use as a haulage depot with HGV parking and lorry maintenance facilities to be used by the site owner. This proposal is the subject of an outstanding application (18/00679/FULM).
- 5.7 In view of the outstanding ecological concerns and the site’s bespoke proposed use, it is not considered appropriate for allocation as a lorry park.
- 5.8 **Land south of Kegworth Bypass (Molehill Farm), Kegworth:** The submission proposes the site’s use for HGV parking with welfare facilities. This site comprises part of EMP97 – Land south of Kegworth bypass, which was agreed in principle at the Local Plan Committee (of 19 November 2025) for inclusion in the Regulation 19 version of the Local Plan as a strategic warehousing site and is further discussed in Section 3 above.

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

6 LONG-TERM MANAGEMENT OF COMMUNITY ASSETS AND STEWARDSHIP

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

7 DESIGN OF NEW DEVELOPMENT

Regulation 18 consultation

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

Policy AP1: Design of New Development

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

¹ 2021 National Planning Policy Framework

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

8 ISLEY WOODHOUSE ALLOCATION – UPDATED POLICY WORDING

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

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

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

9 NEXT STEPS

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

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

Table 2 – Policies to be reported to future meetings

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

Policies and other considerations, as appropriate	
Council Priorities:	<ul style="list-style-type: none"> - Planning and regeneration - Communities and housing
Policy Considerations:	The Local Plan is required to be consistent with the National Planning Policy Framework and other government guidance and requirements.
Safeguarding:	None discernible
Equalities/Diversity:	An Equalities Impact Assessment of the Local Plan review will be undertaken as part of the Sustainability Appraisal.
Customer Impact:	No issues identified
Economic and Social Impact:	The decision itself will have no specific impact. The new Local Plan as a whole will aim to deliver positive economic and social impacts and these will be recorded through the Sustainability Appraisal.
Environment, Climate Change and zero carbon:	The decision, of itself, will have no specific impact. The new Local Plan as a whole will aim to deliver positive environmental and climate change impacts and these will be recorded through the Sustainability Appraisal.
Consultation/Community/Tenant Engagement:	The Regulation 18 Local Plan has been subject to consultation. Consultation on the Draft Plan will be undertaken at Regulation 19 stage.
Risks:	A risk assessment for the Local Plan Review has been prepared and is kept up to date. As far as possible control measures have been put in place to minimise risks, including regular Project Board meetings where risk is reviewed.
Officer Contact	Tom James Interim Planning Policy Team Manager tom.james@nwleicestershire.gov.uk