

M1 J23a/J24; A50 J1 location

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

[plan to follow]

### **Policy**

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

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

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

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

### **Masterplan/phasing**

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

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

### **Landscape and Visual Impact**

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

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

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

## **Design & Layout**

Proposals for the site will be required to:

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

## **Heritage**

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

## **Airport**

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

## Green Infrastructure

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

## Surface water

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

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

## Highways, Transport and Freight

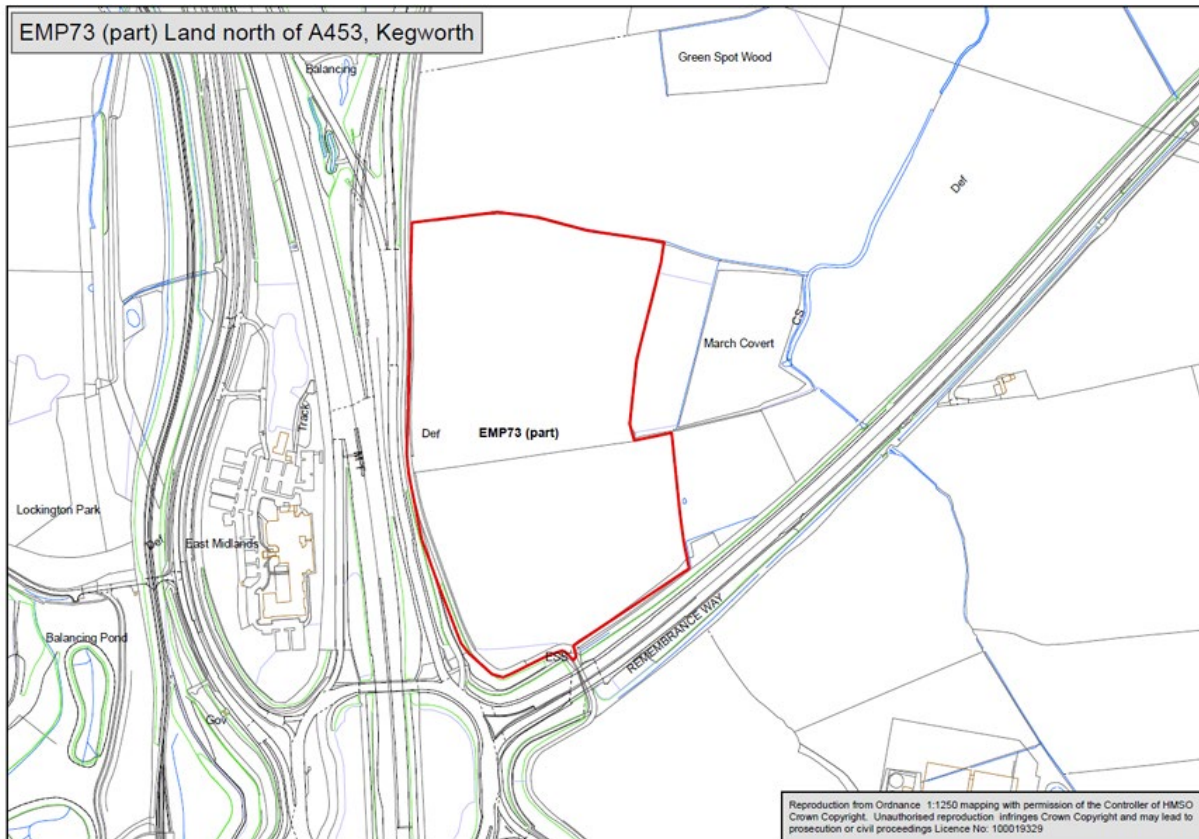
Proposals for the site will be required to;

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

## Parking

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

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



### Policy

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

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

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

### Landscape and Visual Impact

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

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

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

### **Design & Layout**

Proposals for the site will be required to:

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

### **Green Infrastructure & Ecology**

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

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

### **Highways and Transport**

Proposals for the site will be required to:

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

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

### **Parking**

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

### **Derwent Valley Aqueduct**

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

### **Minerals**

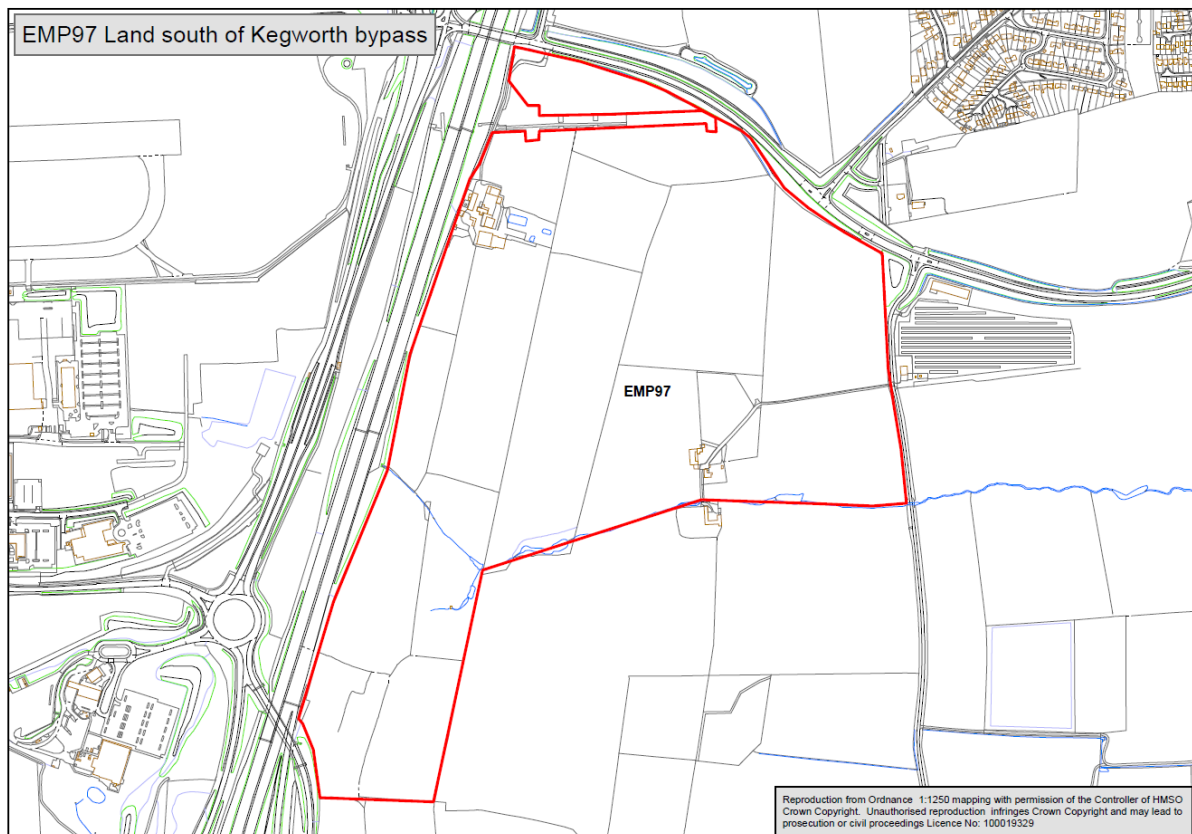
A Mineral Assessment for sand and gravel will be required to:

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

### **Airport**

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

## EMP97 – Land south of Kegworth bypass



### Policy

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

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

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

### Masterplan/phasing

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

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

### **Landscape and Visual Impact**

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

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

### **Design & Layout**

Proposals for the site will be required to:

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

### **Airport**

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

## Green Infrastructure & Ecology

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

## Highways and Transport

Proposals for the site will be required to:

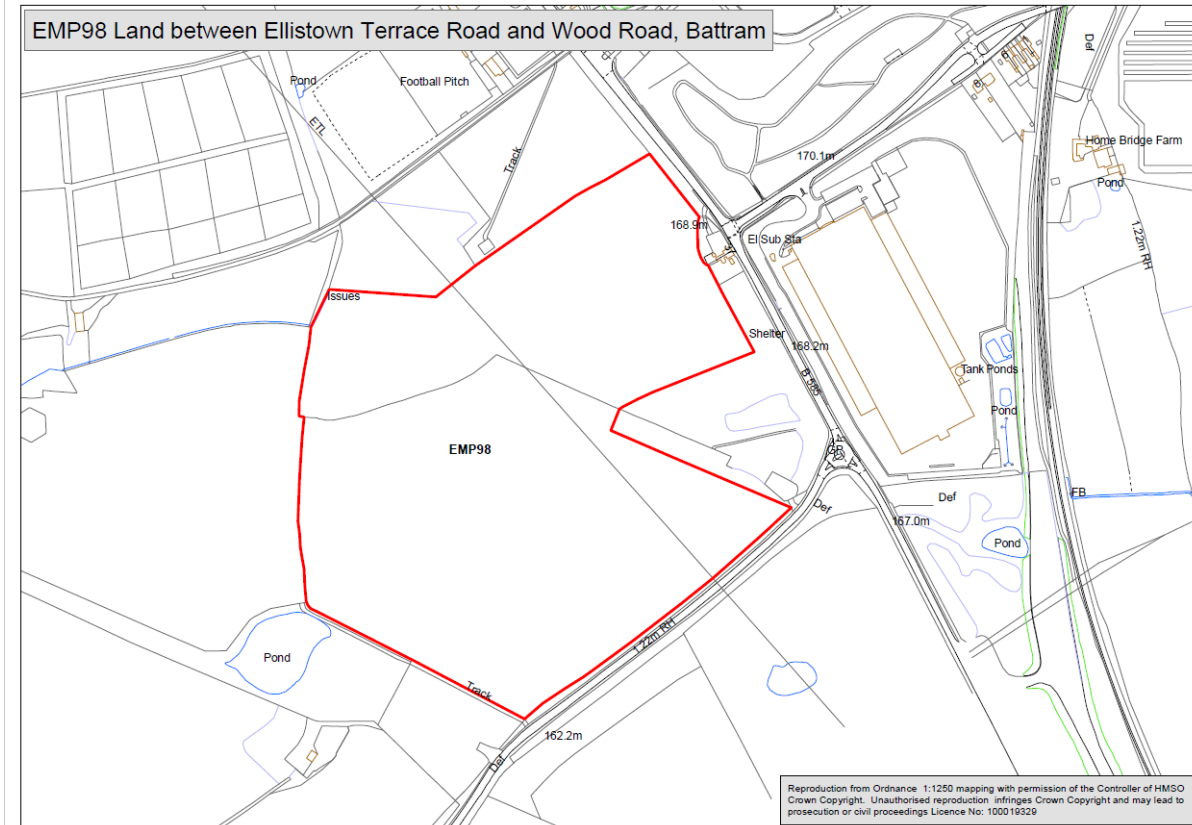
- a. Provide for a safe and suitable access from Whatton Road which secures adequate visibility splays (both horizontal and vertical) at the site access on Whatton Road and at the existing junction of A6 Kegworth Bypass/Whatton Road.
- b. Deliver off-site highway improvements in line with Policy xx;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

## Parking

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

## Bardon Location

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



### Policy

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

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

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

### Landscape and Visual Impact

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

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

### **Design & Layout**

Proposals for the site will be required to:

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

### **Heritage**

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

### **Green Infrastructure & Ecology**

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

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

### **Highways and Transport**

Proposals for the site will be required to:

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

### **Parking**

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

### **Land stability**

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

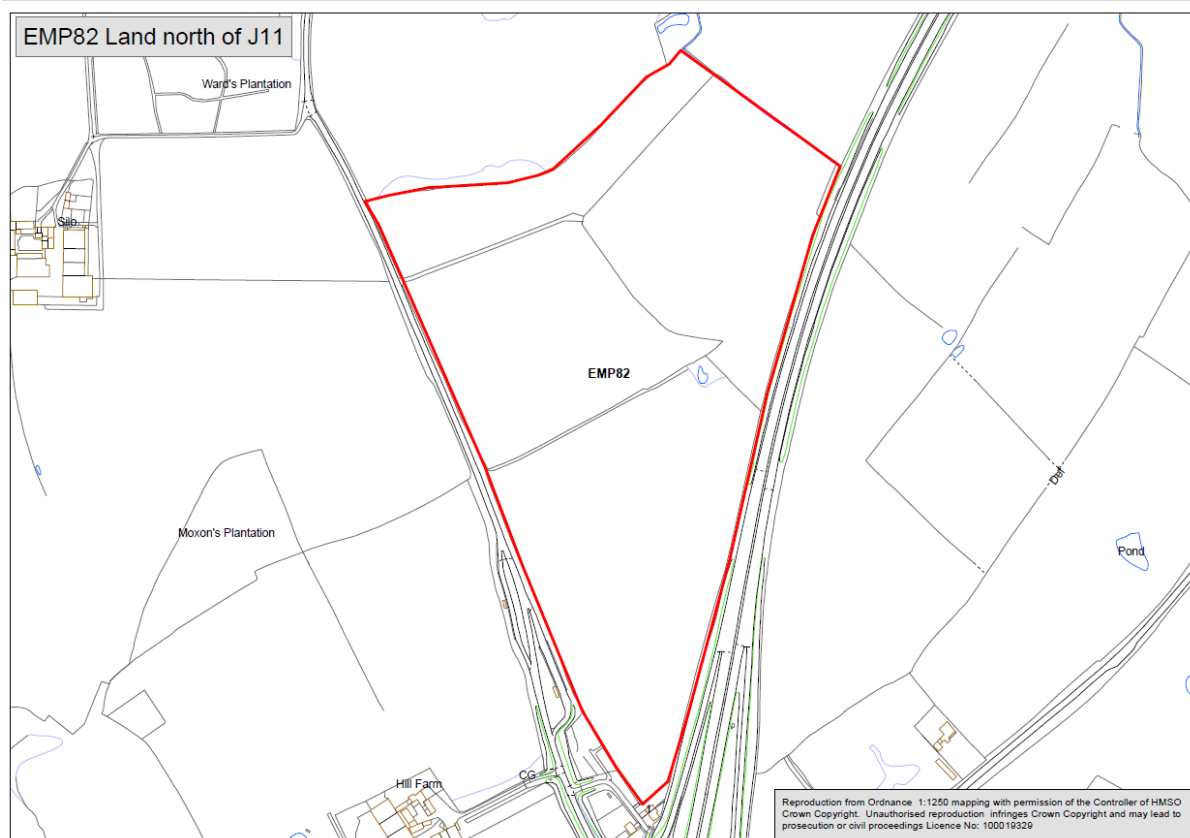
### **Minerals**

A Mineral Assessment will be required to:

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

## A/M42 Location

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



### Policy

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

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

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

### Landscape and Visual Impact

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

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

### **Design & Layout**

Proposals for the site will be required to;

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

### **Green Infrastructure & Ecology**

Proposals for the site will be required to:

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

### **Heritage**

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

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

### **Highways and Transport**

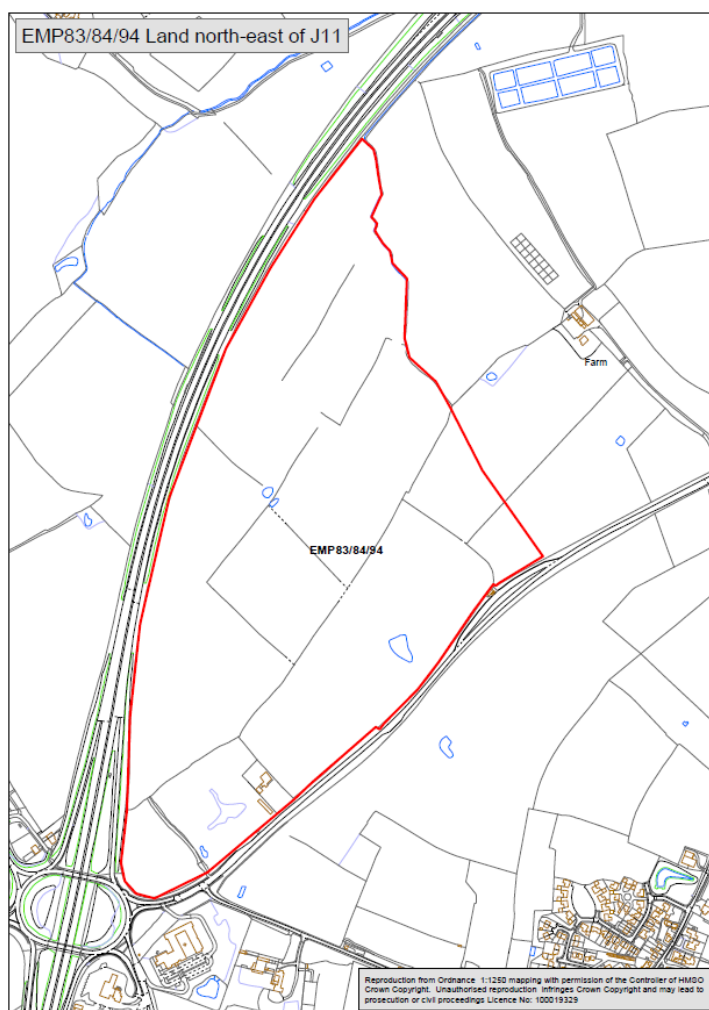
Proposals for the site will be required to:

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

### **Parking**

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

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



### Policy

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

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

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

### Masterplan/phasing

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

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

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

### **Landscape and Visual Impact**

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

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

### **Design & Layout**

Proposals for the site will be required to:

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

### **Green Infrastructure & Ecology**

Proposals for the site will be required to:

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

### **Highways and Transport**

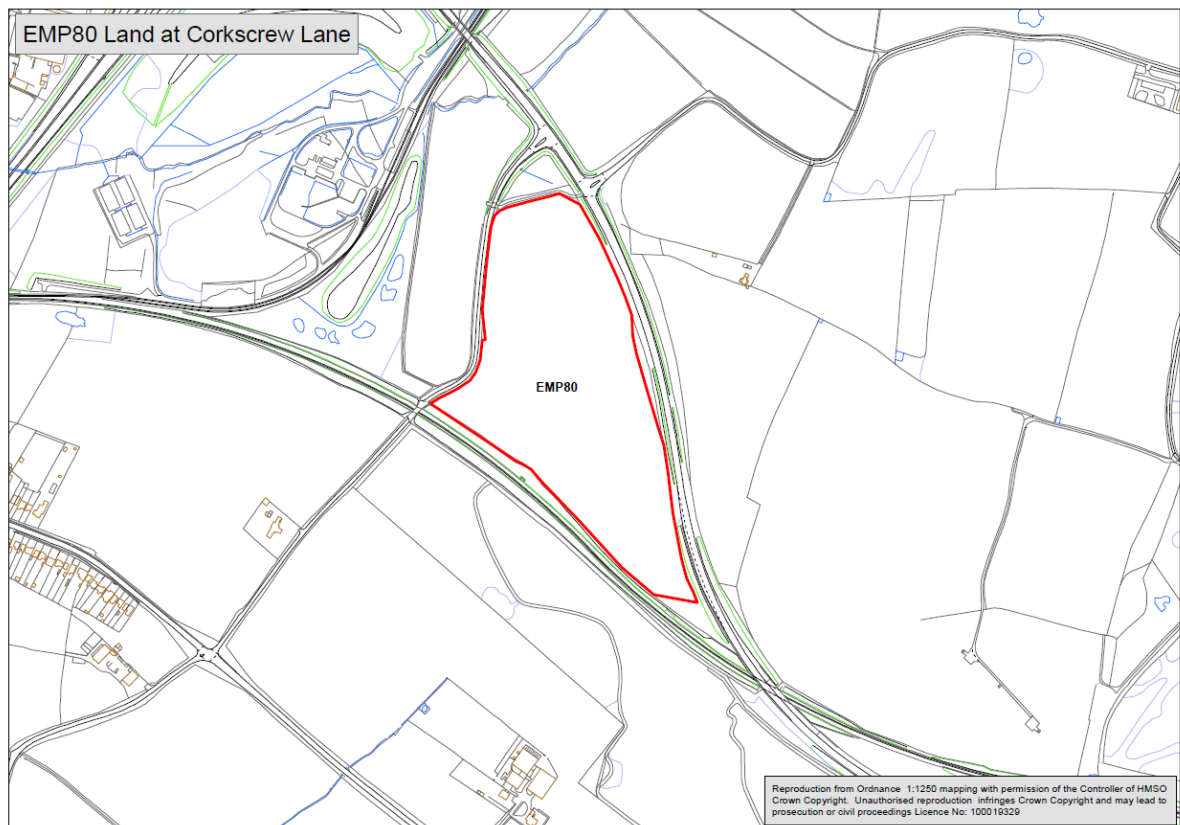
Proposals for the site will be required to:

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

### **Parking**

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

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



### Policy

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

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

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

### Landscape and Visual Impact

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

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

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

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

### **Design & Layout**

Proposals for the site will be required to:

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

### **Green Infrastructure & Ecology**

Proposals for the site will be required to:

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

### **Highways and Transport**

Proposals for the site will be required to:

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

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

**Parking**

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