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## APPENDICES [to follow]

**APPENDIX A – Glossary**

**APPENDIX B – Monitoring Framework**

**APPENDIX C – Housing Trajectory**

# 1. INTRODUCTION

## What is a Local Plan?

1.1. All local planning authorities in England and Wales are required to have an up-to-date Local Plan. A Local Plan identifies local development needs and sets out policies for the delivery of development and associated infrastructure as well as policies to protect the environment.

1.2. The development plan for North West Leicestershire comprises:

- The **Local Plan**, prepared by North West Leicestershire District Council
- The Minerals and Waste Local Plan, prepared by Leicestershire County Council
- Any 'made' Neighbourhood Plans prepared by town and parish councils in the district[1]

1.3. The Local Plan sets out how and where development will be planned and delivered in North West Leicestershire during the plan period to 31 March 2042. It has been prepared to be consistent with the Government's National Planning Policy Framework (NPPF) and associated Government legislation. Applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

1.4. The Local Plan is accompanied by a Policies Map which identifies sites where housing and employment is allocated and areas where specific policies apply.

## Strategic policies and non-strategic policies

1.5. The NPPF requires local plans to distinguish between strategic and non-strategic policies. Strategic Policies set the overarching approach, including the pattern, scale and quality of development, and address matters of fundamental importance to decision making. Non-strategic policies typically provide more detailed guidance for specific areas or types of development.

1.6. The Local Plan identifies strategic policies. All other policies are non-strategic. Neighbourhood Plans policies must be in general conformity with strategic policies, and their policies can only supersede non-strategic policies.

## What happens next?

1.7. Our Local Development Scheme sets out an indicative timetable for the next stages of the Local Plan review:

- **Publication Plan (Regulation 19) consultation** – July to September 2026
- **Submission to the Secretary of State for independent examination** – November 2026
- **Local Plan examination**[2] – March 2027

[1] Currently, the 'made' Neighbourhood Plans for Ashby de la Zouch, Breedon on the Hill, Ellistown and Battleflat, Hugglescote and Donington le Heath, Blackfordby, Swannington and Lockington cum Hemington form part of the development plan in North West Leicestershire.

[2] Undertaken by an independent planning inspector.

- **Adoption**[3] – Autumn/Winter 2027

1.8. When the Local Plan has been formally adopted by the Council, it will become part of the statutory development plan for the area and will supersede the existing North West Leicestershire Local Plan (Adopted 2021).

[3] Dependent upon Planning Inspectorate

# 2. BACKGROUND TO THE LOCAL PLAN

2.1. The Local Plan must comply with certain legal and procedural requirements. In particular, it must be based on evidence and be consistent with national policies as set out in the National Planning Policy Framework (NPPF).

2.2. This section provides more information about these various requirements and provides a brief overview of what has happened to date.

## The National Planning Policy Framework

2.3. The NPPF sets out the government's planning policies for England and how these are expected to be applied. It was first published in March 2012 and most recently revised in December 2024; this is the version with which this Local Plan must be consistent.

2.4. The NPPF must be taken into account in the preparation of development plans, including the Local Plan, and is a material consideration in planning decisions. At the heart of the NPPF is a presumption in favour of sustainable development.

2.5. The NPPF sets out three dimensions to sustainable development:

- **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- **An environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.6. These three objectives, which are interdependent, should be pursued in a mutually supportive way to deliver multiple benefits.

## The Planning Practice Guidance

2.7. The government's Planning Practice Guidance provides detailed guidance on the policies contained in the NPPF and their interpretation for decision making and plan making. It is published online as an accessible resource that is updated as necessary.

## The evidence base

2.8. The NPPF requires that plans should be "*underpinned by relevant and up to-date evidence.*". The Local Plan has been informed through the production of various pieces of technical

evidence covering a range of issues. The studies prepared are available on our website New Local Plan – Evidence Base.

2.9. Key evidence includes:

- Transport modelling
- A Whole Plan Viability Assessment
- An Infrastructure Delivery Plan
- Sustainability Appraisal
- Habitats Assessment
- Housing and Employment Needs
- Strategic B8 Distribution Needs
- Strategic Flood Risk Assessment

2.10. Transport modelling is needed to understand the potential implications of proposed development on the transport network. The Council and Leicestershire County Council jointly commissioned the County Council's Network and Data Intelligence Team (NDI) to provide an objective assessment of the impact of the Local Plan's proposals on the highway network. This modelling exercise factored in traffic increases associated with committed development, Local Plan site allocations and the future development of all three of the East Midlands Freeport locations.

2.11. Policies in the plan, including the provision of infrastructure, must not make development unviable, as this could prevent the delivery of much needed development. The Viability Assessment considered whether the combined impact of policies and site allocations, will result in development that is financially viable, by assessing whether the value generated by a development exceeds the cost of developing it.

2.12. The Infrastructure Delivery Plan identifies all the infrastructure required to support development and the likely costs. Its findings have informed the Viability Assessment.

2.13. The Local Plan has been prepared alongside and been informed by a Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA), which forms a key piece of plan-wide evidence. The SA aims to ensure that sustainability considerations are integral to decisions on the Plan's content by assessing its key components against 17 sustainability objectives, covering the three sustainability themes of social, environmental and economic. The SA has been undertaken iteratively throughout the Plan's preparation with earlier findings brought together in a single comprehensive report. The SA assessed individual sites, proposed policies and alternative housing target figures and different delivery options to address the overall housing and employment needs.

2.14. The Local Plan has also been informed by a Habitat Regulation Assessment (HRA), a mandatory, legally required process under the Conservation of Habitats and Species Regulations 2017 (as amended) and assessed whether the plan is likely to have a significant effect on European protected sites. The River Mease Special Area of Conservation (SAC)lies

within the district, and development within its catchment area of the River Mease must not adversely affect the integrity of the SAC.

## Effective Joint Working

2.15. The Council, together with other Leicester and Leicestershire local authorities, has a strong and long-established record of commitment to joint working with each other and with other public bodies. The preparation of the Local Plan has involved ongoing constructive engagement and collaboration with neighbouring authorities, key stakeholders and public bodies on planning and economic matters.

2.16. These local authorities have worked collaboratively on a range of planning matters, including the preparation of a Strategic Growth Plan, cross-boundary issues, evidence base documents and memorandums of understanding. This work is underpinned by the two accompanying Statements of Common Ground, relating to Housing Distribution and Strategic Warehousing Need, which outline the issues being addressed and the progress made.

2.17. As the plan progresses towards Examination, where necessary further Statements of Common ground will be formulated with relevant bodies to address strategic issues.

## The Leicester and Leicestershire Strategic Growth Plan

2.18. The Strategic Growth Plan (SGP), approved in 2018, was prepared by a partnership of the Leicester and Leicestershire authorities and the Leicester and Leicestershire Enterprise Partnership (LLEP). It will shape the future of Leicester and Leicestershire up to 2050. Although a 'non-statutory' plan, it provides an agreed framework to use when preparing individual Local Plans and other strategies.

2.19. Local plans, prepared by the Leicester and Leicestershire authorities, are the primary mechanism for delivering the SGP's overarching vision, as well as guiding the delivery of local infrastructure and responding to local circumstances.

2.20. In North West Leicestershire, the SGP identifies the Leicestershire International Gateway (focussed on the northern parts of the A42 and the M1 around East Midlands Airport), as one of several locations for growth. Coalville (alongside the towns of Hinckley, Loughborough, Lutterworth, and Market Harborough) is identified as an Area of Managed Growth where growth will be managed through Local Plans. The Local Plan supports delivery of the SGP's vision and objectives through its development strategy and site allocations.

# 3. STRATEGY

## Introduction

3.1. The National Planning Policy Framework requires the provision of strategic policies in local plans to set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for housing (including affordable housing), employment, retail, leisure and other commercial development.

3.2. This section of the Plan sets out the overall strategy for North West Leicestershire between 2024 and 2042. It identifies the overall vision and objectives of the Plan, before identifying the scale of new housing and employment development needed over the plan period. To meet these needs, the development strategy aims to direct development to locations that provide access to jobs, services, infrastructure and public transport, whilst also recognising the need to protect the countryside.

3.3. The development strategy also takes account of the Strategic Growth Plan for Leicester and Leicestershire, which provides a long-term vision for the housing market area up to 2050. The Strategic Growth Plan identifies land around East Midlands Airport at the Leicestershire International Gateway; one of several locations for growth across Leicester and Leicestershire.

## Plan Vision

3.4. The plan vision sets out what the new Local Plan aims to achieve for North West Leicestershire by 2042, as set out below:

**Plan Vision**

By 2042 North West Leicestershire will have continued its transformation, started in the 1980s, from a former coalfield area characterised by environmental degradation, a struggling economy and poor connections into a place fit modern ways of living and working. This will be reflected in the maturing of the National Forest as both an environmental and economic asset and in the attractiveness of the towns and villages in North West Leicestershire as places in which to live, work and relax.

Businesses will continue to choose to locate and grow in this area, taking advantage of its excellent location in the centre of the country, served by major road and rail networks and a major international airport. The role of the Leicestershire International Gateway , focussed on the northern parts of the A42 and M1 corridors supporting connectivity to key locations including East Midlands Airport and the East Midlands Gateway Rail Freight Interchange enhancing housing and employment opportunities. The Freeport will also be further strengthened as a key destination for the regional and national economy. This strongly performing economy will be reflected in low unemployment and reduced instances of deprivation.

The district will continue to be an excellent place to live, with lots to offer and explore, such as the National Forest, Charnwood Forest, Ashby Canal and a plethora of heritage assets, as well as being strong communities built around vibrant, accessible places and award winning housing developments. Developments will be well designed and include access to open spaces which will have positive impacts on the health and wellbeing of residents as well as on nature and biodiversity.

The district will be well on its way to achieving its target to be a Net Zero Carbon district by 2050, continuing to reduce its carbon footprint through measures that adapt and mitigate the impacts of climate change.

As the district's main town, Coalville will have grown significantly as a result of regeneration, focusing on key sites to boost the town centre and encourage inward investment. Elsewhere, other key centres, including the historic market towns of Ashby de la Zouch and Castle Donington, will be vibrant centres which meet people's day-to-day shopping needs as well as supporting a thriving economy and social cohesion. The New Settlement of Isley Woodhouse will be becoming increasingly established as a vibrant new community in the north of the district, complimenting the existing network of settlements.

## Plan Objectives

3.5. The plan objectives describe, in overall terms, what the new Local Plan aims to achieve and provides a guiding framework for the Plan's policies and proposals. Each policy will contribute to at least one of the objectives. The 11 objectives are listed below with a 'shorthand' version of each objective is shown in brackets.

**Plan Objectives**

1. Enable the health and wellbeing of the district's population. *[Enabling health and wellbeing]*

2. Ensure the delivery of new homes, including affordable housing, which meet local housing needs including in terms of number, size, tenure and type. *[Ensuring the delivery of new homes]*

3. Achieve high quality development which is sustainable, which responds positively to local character and which creates safe places to live, work and travel. *[Achieving high quality development].*

4. Reduce the need to travel including by private car and increase opportunities for cycling, walking and public transport use, including connecting homes, workplaces and facilities using green infrastructure where possible and through the delivery of dedicated new infrastructure. *[Reducing the need to travel].*

5. Support the district's economy, including its rural economy, by providing for a range of employment opportunities and sufficient new sites which respond to the needs of businesses and local workers. *[Supporting the district's economy].*

6. Enhance the vitality and viability of the district's town and local centres which have an important role serving our local communities with a particular focus on the regeneration of Coalville. *[Enhancing our town and local centres]*

7. Ensure new development mitigates for and adapts to climate change, including reducing vulnerability to flooding, and contributes to reduced net greenhouse gas emissions to support the district becoming carbon neutral by 2050. *[Mitigating for and adapting to climate change].*

8. Conserve or enhance the district's historic character including its built, cultural, industrial and rural heritage and heritage assets and their setting. *[Conserving and enhancing our heritage].*

9. Conserve and enhance the district's natural environment, including its biodiversity and habitat connectivity, geodiversity, green infrastructure, water environments and landscape character, notably the River Mease Special Area of Conservation, the National Forest and Charnwood Forest as well as its other valued landscapes and achieve Biodiversity Net Gain. *[Conserving and enhancing our natural environment].*

10. Ensure the efficient use of natural resources brownfield land, in particular brownfield land, control pollution and facilitate the sustainable use and management of minerals and the minimisation of waste. *[Ensuring the efficient use of natural resources].*

11. Maintain and where possible enhance access to services and facilities including jobs, shops, education, sport and recreation, green space, cultural facilities, communication networks and health & social care and ensure that development is supported by the physical and social infrastructure the community needs and that this is brought forward in a co-ordinated and timely way. *[Ensuring sufficient infrastructure]*

## Policy S1 - Future Housing and Economic Development Needs (Strategic Policy)

3.6. A key part of the local plan is to set out a development strategy that identifies both:

- the overall amount of new development that needs to be provided for (principally housing and employment); and
- where this development should go.

3.7. The development strategy of this plan comprises the following policies:

- Policy S1 – Future Development Needs
- Policy S2 – Development Strategy and Settlement Hierarchy

- Policy S3 – Local Housing Needs Villages
- Policy S4 – Countryside
- Policy H2 – Housing provision: commitments
- Policy H3 – Housing provision: allocations
- Policy Ec1 – Economic strategy
- Policy Ec2 – Employment provision: commitments
- Policy Ec3 – Employment provision: allocations

### How much housing should be planned for?

3.8. The National Planning Policy Framework (NPPF) confirms that the minimum number of homes to be planned for should be informed by a local housing need assessment, calculated using the standard method in national planning guidance. The methodology was updated by the government in December 2024 and is set out in the Planning Practice Guidance (PPG).

3.9. The standard method results in a minimum annual housing *need* figure for North West Leicestershire of 617 dwellings per annum (dpa) (May 2025). This is not the Council's housing *requirement* figure; which should be informed by an assessment of the amount of new homes that can be provided in the district, taking into account land availability, constraints on development and any other relevant matters.

3.10. In determining the housing requirement, consideration must also be given to any housing needs that cannot be met in neighbouring areas. North West Leicestershire forms part of the Leicester and Leicestershire Housing Market Area, within which Leicester City is unable to meet all of its housing need within its administrative boundaries. The Leicester and Leicestershire Housing and Economic Needs Assessment (HENA) (2022) assessed how this unmet housing need might be redistributed across the Housing Market Area. Following changes to the standard method in December 2024, this evidence was updated through the Updated Housing Distribution Paper (2025).

3.11. Whilst North West Leicestershire has a limited functional relationship with Leicester City, the evidence indicates that a higher level of higher provision would support a better balance between jobs and homes in the district. The existing and projected strength of the district's economy has informed an annual housing requirement for North West Leicestershire of 690 dwellings per annum.

3.12. A Statement of Common Ground setting out the agreed approach to the distribution of housing across the Housing Market Area was agreed by the Council on 11 May 2026.

### General needs employment

3.13. 'General needs' employment uses for the purposes of this Plan comprise offices and R&D facilities (Use Classes E(g)(i) and E(g)(ii)), industry (Use Classes E(g)(iii) and B2) and smaller scale warehousing (Use Class B8, units up to 9,000sqm). Warehouse units of 9,000+ sqm are categorised as 'strategic warehousing'.

3.14. The need for additional general employment land is measured in the Need for Employment Land Update Note July 2024 by Rapleys ('the Rapleys Study') which covers the period 2024-

40. The Rapleys Study is an update of the Need for Employment Land Report (November 2020) prepared by Stantec .

3.15. Table X below shows how much additional office and industrial/smaller-scale warehousing floorspace will be needed according to the Rapleys Study extended on a pro-rata basis to reflect the plan end date of 2042

**Table X: Employment floorspace needs 2024-42**

| | Offices (sqm) | Industrial/smaller warehousing (sqm) |
|---|---|---|
| Rapleys Requirement (2024– 42) | 40,000 | 166,860 |

### Strategic warehousing

3.16. The Leicester and Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment Study (2025) by Iceni Projects ('the Iceni Study') was jointly commissioned by the Leicester and Leicestershire authorities. It provides an up to date assessment of the need for additional strategic warehousing in Leicester and Leicestershire for the period 2024-46 and proposes how that need could be distributed ('apportioned') to different locations within the partnership area. The Leicester and Leicestershire authorities have an agreed Statement of Common Ground relating to strategic warehousing need (January 2026). Amongst other things, the Statement confirms the authorities' agreement to the overall apportionment in the Iceni study.

3.17. Table X below shows how the Iceni Study apportions floorspace to locations in North West Leicestershire[4]. The Study apportions some 44% of the total need for Leicester and Leicestershire to the district which is the highest percentage by some margin; the next highest is Blaby (21%).

**Table X –Strategic warehousing apportionment to locations in NWL (2024-42)**

| Location | Floorspace (sqm) |
|---|---|
| M1J23a/J24; A50 J1 | 728,673 |
| Bardon (J22) | 93,109 |
| A/M42 J11,12,13 | 269,345 |
| **TOTAL** | **1,091,127** |

3.18. To put this in context, the total amount of floorspace at East Midlands Gateway (EMG) is some 435,000sqm. The apportionment above equates to 2½ times the floorspace at EMG.

[4] Adjusted to match the Local Plan end date of 2042

**Policy S1- Future Development Needs (Strategic Policy)**

(1) The housing requirement for North West Leicestershire is 690 dwellings each year, and 12,420 dwellings over the plan period of 2024-2042, as set out in the Statement of Common Ground for the Leicester and Leicestershire Housing Market Area (December 2025).

(2) The annualised district housing requirement for five year land supply and Housing Delivery Test purposes is 690 dwellings each year

(3) The need for general needs employment (2024-2042) is as follows:
(a) 40,000sqm of floorspace for office uses (Use Classes E(g)(i) and E(g)(ii))); and
(b) 166,860sqm of floorspace for industry (Use Classes E(g)(iii) and B2) and for smaller-scale warehousing, defined as units of up to 9,000sqm in size (Use Class B8).

(4) The need by location for strategic-scale warehousing floorspace (2024-42), defined as units of 9,000+ sqm in size, is as follows:
(a) 728,700sqm at M1J23a/J24; A50 J1;
(b) 93,100sqm in the Bardon area (served from M1 J22); and
(c) 269,350sqm at J11,J12,J13 of A/M42

(5) In meeting the future development needs of the district, new development will be required to contribute towards meeting the Local Plan's objectives with particular emphasis upon the following:
(a) Being of a high-quality design, reflecting the Council's Design Code whilst also respecting the natural and built environment;
(b) Addressing climate change and reduce carbon emissions;
(c) Delivering new infrastructure to support both existing and future residents and businesses; and
(d) Contributing towards creating healthy places.

## Policy S2 – The Development Strategy and Settlement Hierarchy (Strategic Policy)

3.19. The National Planning Policy Framework requires the Local Plan to:

- promote a sustainable pattern of development that seeks to meet development needs, align growth and infrastructure (paragraph 11);
- incorporate strategic policies which set out an overall strategy for the pattern, scale and design quality of places (paragraph 20); and
- focus significant development in locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes (paragraph 110).

3.20. The Council has prepared a Settlement Study (2022) to assess the sustainability of settlements in North West Leicestershire. This Study assesses the range services and facilities available, such as schools, shops, healthcare and community facilities, as well as the availability, frequency and destinations of bus services. It also examines the role of each settlement, recognising that some primarily serve local needs, whilst others provide a wider range of services to surrounding areas.

3.21. The outcomes of the Settlement Study underpin the settlement hierarchy in Policy S2, which defines the roles of different settlements and guides the location of future development.

3.22. The Coalville Urban Area (Principal Town), Ashby-de-la-Zouch and Castle Donington (Key Service Centres) and Ibstock, Kegworth and Measham (Local Service Centres) provide the most extensive range of services and facilities and, to varying degrees, serve surrounding settlements. Accordingly, these locations will accommodate the majority of new development.

3.23. Limited development is considered appropriate in the Sustainable Villages, which provide some key services and facilities. If any services and facilities are lost in the Sustainable Villages, to the extent that it would affect their designation in the hierarchy, the extent and nature of this loss will be a material consideration in the determination of planning applications.

3.24. As part of the development strategy, a significant amount of new housing is proposed at a new settlement south of East Midlands Airport (Isley Woodhouse). This allocation aligns with the Leicester and Leicestershire Strategic Growth Plan which identifies the area as part of the Leicestershire International Gateway, one of several locations for growth across Leicester and Leicestershire. The site will contribute towards meeting long-term housing needs and is expected to continue beyond the plan period.

**Policy S2 – The Development Strategy and Settlement Hierarchy (Strategic Policy)**

(1) The strategy of this plan is to direct new development to appropriate locations within the Limits to Development consistent with the settlement hierarchy below and other policies of this plan, subject to development being proportionate to the scale and character of the settlement concerned.

**Settlement Hierarchy**

| **Hierarchy Classification** | **Settlements** |
|---|---|
| **Principal Town** | Coalville Urban Area comprising Coalville, Donington le Heath, Greenhill, Hugglescote, Snibston, |

| | |
|---|---|
| The primary settlement in the district which provides an extensive range of services and facilities including employment, leisure and shopping and which is accessible by sustainable transport from surrounding areas and to other large settlements outside the district. The largest amount of new development will be directed here, including retail development, to support the regeneration of Coalville Town Centre. | Thringstone, Whitwick and Bardon employment area |
| **Key Service Centre**<br><br>Smaller than the Principal Town in terms of population and also the range of services and facilities they provide, they play an important role providing services and facilities to the surrounding area and are accessible by some sustainable transport. A significant amount of development will take place in these settlements but less than that in the Principal Town. | Ashby de la Zouch<br>Castle Donington |
| **Local Service Centre**<br><br>Settlements which provide some services and facilities primarily of a local nature meeting day-to-day needs and where a reasonable amount of new development will take place. | Ibstock<br>Kegworth<br>Measham |
| **Sustainable Villages**<br><br>Settlements which have a limited range of services and facilities where a limited amount of growth. | Albert Village, Appleby Magna, Belton, Blackfordby, Breedon on the Hill, Diseworth, Donisthorpe, Ellistown, Heather, Long Whatton, Moira (including Norris Hill), Oakthorpe, Packington, Ravenstone, Swannington, Woodville, Worthington |
| **Local Housing Needs Villages**<br><br>Settlements with very limited services and where development will be restricted to that which meets a local need in accordance with Policy S3. | Battram, Boundary, Coleorton, Griffydam, Hemington, Lockington, Lount, Newbold, Newton Burgoland, Normanton le Heath, Osgathorpe, Peggs Green, Sinope, Snarestone, Swepstone, Wilson |

| | |
|---|---|
| **Small villages or hamlets in the countryside**<br><br>Small groups of dwellings with no services and facilities and where development will be considered in the context of Policy S4. | Settlements not named in the above tiers |

(2) As an exception to the hierarchy, which is based on established settlements, Policy H3a identifies Land South of East Midlands Airport (Isley Woodhouse) for a new settlement where a large amount of growth will take place both during and beyond the plan period.

(3) If, during the plan period, any of the Sustainable Villages were to lose facilities and services to the extent that they would no longer meet the requirements for a Sustainable Village, this will be a material consideration in the determination of planning applications in these settlements.

(4) If, during the plan period, any of the Local Housing Needs Villages gain facilities and services to the extent that they would meet the requirements for a Sustainable Village, this will be a material consideration in the determination of planning applications in these settlements.

## Policy S3 – Local Housing Needs Villages (Strategic Policy)

3.25. To aid social sustainability, the Council will allow a limited amount of new housing for local needs in settlements not deemed appropriate for general market housing. These settlements are identified as Local Housing Need Villages in the settlement hierarchy (Policy S2). This policy does not apply to housing proposals in the Local Needs Villages that conform with Policies S5 (Residential Development in the Countryside) or Policy H6 (Rural Exceptions Sites).

3.26. This policy is not intended to enable speculative development. Planning applications for housing in the Local Housing Need Villages will only be acceptable in principle if the intended occupant has a demonstrable local connection to the Local Housing Needs Village or Parish in which the application is located. This means that:

- the intended occupant(s) for each dwelling will need to be identified at the application stage; and
- applicants will need to demonstrate that at least one of the intended occupants for each dwelling satisfies the policy criteria at part (2) of the policy.

3.27. Appropriate evidence which satisfies at least one of the Policy S3(2) criteria must form part of the application submission. Proof of residence is required for all criteria. This could be in the

form of the electoral register, council tax statements, banking information, mortgage or rental evidence, tax statements or any other suitable official documentation. In cases where the intended occupant is having difficulty demonstrating residence for a continuous ten-year period (for example because it was a substantially long time ago or because they were under 18 for the duration or part of this period), a signed affidavit witnessed by a solicitor will be required, in addition to as much evidence as the applicant can reasonably provide. Criteria c) and d) also require medical evidence.

3.28. If none of the intended occupants meet any of the criteria, the principle of housing is not acceptable, and the application should be refused.

3.29. To ensure the housing is used to meet local needs as intended, the Council will secure the occupancy of new homes in Local Housing Need Villages through a Section 106 legal agreement. To reflect the fact that people's personal circumstances change over time, this will be for a limited period (usually three years).

3.30. As the Local Housing Needs Villages do not have Limits to Development, the Council expects any new housing to be well-related to the existing settlement. This will be a matter of judgement in each specific case, but the application site must be in close proximity to and not feel separate or distinct from the Local Housing Need Village in question.

**Policy S3 – Local Housing Need Villages (Strategic Policy)**

(1) Other than dwellings that accord with Policy S5 (Residential Development in the Countryside) or Policy H6 (Rural Exceptions Sites), proposals for new dwellings at the Local Housing Need Villages will only be supported when each dwelling is:

(a) Physically well-related to the Local Housing Needs Village; and
(b) Intended for occupation by at least one person with a demonstrable local connection to the Local Housing Needs Village.

(2) To demonstrate a local connection, at least one of the intended occupants must satisfy at least one of the following criteria:

(a) They are an existing resident in the Parish in which the application site is located and have been so for a continuous period of at least 10 years prior to an application being submitted;
(b) They are no longer a resident in the Parish in which the application site is located but were previously residents for a continuous period of at least 10 years;
(c) They require frequent attention and/or care due to age, ill health, disability and/or infirmity as demonstrated by written evidence from a medical doctor or relevant statutory support agency and therefore has an essential need to live close to a close family member who currently resides in the Parish in which the application site is located and has done so for a continuous period of at least 10 years; or

(d) Their existing accommodation is in the Parish in which the application site is located but is no longer suitable for their needs due to ill health or disability, as demonstrated by written evidence from a medical doctor or relevant statutory support agency.

(3) As part of any planning permission granted under this policy, the applicant(s) will be obliged to enter a Section 106 legal agreement that requires:

(a) The applicant(s) to occupy the approved dwelling for a period of at least three years from the date of completion; and
(b) The local connection criteria at part (2) of this policy to be applied to any subsequent sale of the dwelling for at least the first three months it is on the market.

## Policy S4 – Countryside (Strategic Policy)

3.31. North West Leicestershire is a mainly rural district. Although major infrastructure, urban and industrial influences are rarely far away, there remains substantial areas of open, mainly pasture and arable, farmland within the countryside. The Council wants to maintain, and where possible enhance, the environmental, economic and social value of the countryside consistent with the National Planning Policy Framework (NPPF) (paragraph 187).

3.32. Managing development in areas of countryside is fundamental to delivering the development strategy and settlement hierarchy. The countryside also plays an important role in providing the landscape setting for settlements contributing to their distinct identity. The landscape varies in character and appearance across the district and these differences should be taken into account when considering development proposals.

3.33. Natural England has defined National Character Areas across the whole country. There are five National Character Areas within North West Leicestershire:

- Trent Valley Washlands (Area 69)
- Melbourne Parklands (Area 70)
- Leicestershire and South Derbyshire Coalfield (Area 71)
- Mease/Sence Lowlands (Area 72)
- Charnwood (Area 73)

3.34. Each National Character Area is supported by a profile describing its key landscape characteristics as well as associated issues and opportunities. In assessing development proposals in the countryside, regard will be had to these profiles, alongside the Leicester, Leicestershire and Rutland Historic Landscape Characterisation Assessment and any other relevant evidence

3.35. Limits to Development are defined around most settlements to distinguish between areas where development may be appropriate and areas regarded as countryside, where development will be assessed having regard to Policy S4. Local Housing Needs Villages and

Small Villages/Hamlets, as identified in the development strategy and settlement hierarchy, do not have Limits to Development and are treated as countryside for decision-making purposes.

3.36. The uses listed in Policy S4 identify forms of development that are acceptable in the countryside, subject to meeting the criteria set out in Part 2 of the policy.

3.37. Agriculture is the dominant land use in the countryside and is an important part of the local economy. Most agricultural development does not require planning permission, provided it is associated with a trade or business, although it may be necessary to submit a prior notification application. Where agricultural activity is not operated as the applicant's main, principal or full-time occupation or business (often referred to as 'hobby farming') permitted development rights do not apply. Where planning permission or prior notification is required, proposals will be assessed against Policy S4(2) will be used to assess both applications and prior notifications. Policy S4 does not apply to land within Areas of Separation, which are addressed separately by Policy EN5.

**Policy S4 – Countryside (Strategic Policy)**

(1) Land outside the Limits to Development, as shown on the Policies Map, is identified as countryside where the uses listed (a) to (s) below will be supported, subject to the considerations set out in criteria 2 (a) to (d).

(a) Agriculture, forestry and equestrian use where it can be demonstrated that any new building is reasonably necessary for the efficient long-term operation of the business;
(b) Rural workers dwellings in accordance with Policy S5.
(c) The conversion of redundant or disused buildings;
(d) Flood protection;
(e) Local needs housing in accordance with Policy S3;
(f) Affordable housing exceptions sites in accordance with Policy H6;
(g) The extension and subdivision of existing dwellings;
(h) Replacement dwellings in accordance with Policy S5;
(i) New employment land in accordance with the provisions of Policy Ec4;
(j) Expansion of existing business and enterprise including agricultural diversification, both through the conversion of existing buildings and well-designed new buildings;
(k) Sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H9;
(l) Community services and facilities meeting a proven local need in accordance with Policy IF2;
(m) Tourism attractions and facilities and visitor accommodation in accordance with Policy Ec12;
(n) Sports and recreation facilities;
(o) Renewable energy; in accordance with Policy AP3;
(p) Development at East Midlands Airport in accordance with Policy Ec8;
(q) Development at Donington Park Circuit in accordance with Policy Ec11;

(r) Transport infrastructure;
(s) Development by statutory undertakers or public utility providers.

(2) Where a proposed use is considered acceptable in a countryside location it should:

(a) Respect the appearance and character of the landscape, including its historic character; and
(b) Not undermine, either individually or cumulatively with existing and proposed development, the physical or perceived separation between nearby settlements; and
(c) Not create or extend ribbon development; and
(d) Be well integrated with existing buildings where these are close to the proposed development.

## Policy S5 – Residential Development in the Countryside

3.38. The National Planning Policy Framework (NPPF) (paragraph 84) sets out a range of circumstances where homes may be acceptable in the countryside. Policy S4 of the Local Plan generally presumes against new residential development in the countryside, except in a limited number of circumstances:

- To meet a local housing need (Policy S3);
- Affordable housing (Policy H5);
- To meet the needs of a rural worker that cannot be met elsewhere (Policy S5); or
- To provide a replacement dwelling (Policy S5).

### Rural workers

3.39. Policy S4 allows for housing that is essential to support the rural economy such as agricultural and forestry business that have a functional need for workers to live on site. A rural worker is a person employed in agriculture, forestry or other rural enterprise. Policy S5 sets out the considerations that will apply in respect of such dwellings.

3.40. The location of rural workers dwellings is usually dictated by the need to be close to the place of work. To promote sustainable patterns of development, rural workers will usually be expected to find housing in existing rural communities. However, there may be circumstances where a rural worker needs to be on site for example, in the interests of animal welfare or the regular monitoring of crops. Security concerns on their own will not be sufficient to justify a new dwelling.

3.41. Applications for rural workers' dwellings will need to be accompanied by evidence which demonstrates the essential operational nature of the need, and that suitable accommodation can only be provided through the construction of a new dwelling.

3.42. Proposed dwellings for rural workers will need to be of a size which matches the scale of the operation and other buildings on the site. The design should reflect the immediate context

and its wider rural setting. The Council may remove permitted development rights to prevent further enlargement of the dwelling without planning permission, to keep the dwelling at a size and value that will be affordable for rural workers.

3.43. Permissions for rural workers dwellings will be subject to occupancy conditions to ensure the dwelling remains tied to the agricultural or other appropriate occupational use and is not sold or rented to non-qualifying occupants. To prevent abuse of the exception for rural workers dwellings the removal of such conditions will need strong evidence to show that the occupancy by a rural worker is no longer justified, such as evidence of marketing at an appropriate price for a period of at least 12 months.

### Temporary rural workers' dwellings

3.44. Where a rural business has been established for less than three years, we will consider granting permission for temporary accommodation comprising a caravan or other suitable structure which can be dismantled and removed. To do this we will require the submission of appropriate evidence to demonstrate what the essential need is, a firm intention to develop the enterprise and sound financial planning. A 'firm intention' and sound financial planning might be demonstrated by the construction of new buildings; the purchase of stock needed to operate a rural business; appropriate agricultural or rural business training and qualifications; work experience; and evidence of sufficient finances to establish the enterprise.

3.45. Where permission is granted for temporary accommodation, it will be subject to a condition or Section 106 legal agreement requiring the temporary structure to be removed three years from the date of the planning permission.

### Replacement residential development

3.46. There may be instances where properties that are within the countryside are in poor repair, or not appropriate for current needs in terms of their design or size. Where this can be demonstrated the provision of a replacement dwelling may be considered acceptable.

3.47. Relocation elsewhere within the existing residential curtilage may make the replacement dwelling less intrusive in the landscape or may be required to achieve safer access to the highway.

3.48. In cases where a replacement dwelling is permitted within an existing residential curtilage, but not on the site of the original dwelling, the demolition of the original dwelling will be required by condition or Section 106 legal agreement.

3.49. In determining planning applications for replacement dwellings, we may remove permitted development rights in order to retain the identity and character of the surrounding countryside.

**Policy S5 –Residential Development in the Countryside**

**Rural workers dwellings**

(1) Proposals for rural workers dwellings will only be permitted providing it has been demonstrated:

(a) The rural enterprise has been established for at least three years,
(b) The rural enterprise is economically viable and has clear prospects of remaining so; and
(c) That there is an essential operational need to live permanently at or near their place of work in the countryside; and
(d) The need cannot be met within a nearby settlement, or by existing housing at or near the site or through the conversion of a suitable redundant or disused rural building at the site; and
(e) The size and nature of the dwelling is reflective of the location and setting and proportionate to the needs of the intended occupants.

**Temporary rural workers dwellings**

(2) Where criteria (1)(b) to (e) are met but the rural enterprise has been established for less than three years, the Council will only permit temporary rural workers accommodation, such as a caravan or mobile home.

(3) Proposals for temporary rural workers dwellings will only be permitted where a condition or planning obligation is used to require that the temporary accommodation is removed three years from the date of the planning permission.

**Loss of rural workers dwellings**

(4) Permission for rural workers dwellings will be subject to an occupancy condition. Proposals to remove an agricultural or other workers' occupancy condition will be permitted where it has been demonstrated:
(a) A dwelling is no longer needed for the enterprise; and
(b) The property has been actively marketed for at least 12 months at a price which reflects the existence of the occupancy condition.

**Replacement residential dwellings**

(5) The replacement of residential dwellings in the countryside will only be permitted providing:

(a) The original dwelling is a permanent structure, not a temporary or mobile structure; and
(b) The replacement dwelling is of a similar size and scale and no more visually intrusive than the original dwelling; and
(c) The number of new dwellings is no more than the number of dwellings to be demolished and replaced; and

(d) The replacement dwelling is positioned on the footprint of the existing dwelling, unless a more appropriate location within the existing dwelling's curtilage is identified.

# 4. CREATING ATTRACTIVE PLACES

## Introduction

4.1. National planning policy identifies the creation of high-quality, beautiful and sustainable buildings and places as fundamental to planning.

4.2. Attractive places are designed to a high standard, both in how the development looks as well as how it responds to its location and the surrounding environment. They are places within which people want to live, work and visit and which are safe, long-lasting and adaptable to changing needs. Attractive places also respond effectively to a wide range of issues, including health and wellbeing, climate change and water management.

## Policy AP1 – Design of New Development (Strategic Policy)

4.3. Good design is integral for good planning and is central to the creation of high-quality places for people. Well-designed development contributes positively to the character of an area, relates successfully to its surroundings, and helps to create attractive, safe and inclusive environments that support a high quality of life for those who live, work and visit them. Good design can address a multitude of issues including health and wellbeing, community cohesion and support active lifestyles.

4.4. Design quality is therefore a key consideration in achieving sustainable development across North West Leicestershire and plays an essential role in delivering the Council's wider environmental, social and economic objectives. All new development is expected, as a minimum, to achieve a good standard of design and to make a positive contribution to the built and natural environment of the district.

4.5. National planning policy places strong emphasis on the importance of good design as a means of improving the quality of places for people through the tools such as the National Model Design Code. Good design extends beyond the visual appearance of development and encompasses the way in which new development functions, how it integrates with its surroundings, and how it contributes to creating cohesive and well-connected places. Poorly designed development can result in fragmented environments that fail to relate positively to neighbouring areas, streets and public spaces.

4.6. In assessing design quality, the Council will take an objective and proportionate approach, informed by an understanding of the strengths and weaknesses of buildings, streets and spaces across the district. This ensures that new development responds appropriately to its context and delivers outcomes that raise overall design standards.

4.7. This policy is informed by the Good Design Guide for North West Leicestershire, which provides the primary design framework for the district and should be read alongside Policy AP1. The Guide supports the district's ambitions and vision to create healthy, attractive, liveable and sustainable places that celebrate and embrace the natural environment, support communities and promote quality of life. It sets out locally specific guidance to help ensure that development responds positively to its context and contributes to a strong sense of place.

4.8. The Good Design Guide translates national planning policy into a clear local design approach, reflecting North West Leicestershire's distinctive character, landscape setting and settlement patterns. All development proposals are therefore expected to demonstrate how they have been informed by and accord with the North West Leicestershire Design Guide and how its principles have been applied through the design process.

4.9. High-quality design must be informed by the site context and its surroundings. Design considerations will therefore include, but are not limited to, views into, out of and through development sites; distinctive local characteristics; the relationship to topography and landscape features; opportunities for habitat creation; and the responsible management of surface water.

4.10. To ensure that proposals are robust and responsive, all development should be informed by a comprehensive and proportionate opportunities and constraints assessment. This assessment should form the foundation of the design approach and clearly demonstrate how site-specific characteristics and constraints have shaped the layout, form and appearance of the proposed development.

4.11. Meaningful engagement with local communities is an important component of achieving good design. Early and proportionate engagement with residents, local stakeholders and the wider community can help to ensure that development reflects local character, responds to community aspirations and addresses potential concerns.

4.12. In accordance with the Council's Statement of Community Involvement, applicants are encouraged to work collaboratively with local communities to help shape proposals, particularly for larger, strategic or sensitive developments. Development proposals should demonstrate how appropriate and meaningful community engagement has been considered and influenced the final design.

**Policy AP1– Design of Development**

(1) All new development must be of high-quality design. The Council will support development proposals that are well-designed and as a minimum, offer a good standard of design and makes a positive contribution to the character of the local area and its natural and built form. Proposals should draw on appropriate place-based reference points and demonstrate meaningful engagement with the local community to ensure development responds positively to its context.

(2) All development proposals must be in accordance with the North West Leicestershire Good Design Guide.

(3) All development proposals must be based upon a robust evidence- based opportunities and constraints assessment and be informed by a comprehensive site and contextual appraisal.

(4) Where landscape features are present, such as trees and hedgerows, proposals should demonstrate how they will be retained and incorporated within the design of the development.

(5) New development should have regard to sustainable design and construction methods, where appropriate incorporating measures to reduce emissions and improve energy efficiency in accordance with Local Plan Policies AP3 and AP4.

(6) New development should be designed to reduce anti-social behaviour and the risk of crime, to support the delivery of safe and inclusive places.

(7) The District Council will require all new housing development to be in accordance with Nationally Described Space Standards at a density that respects the character and appearance of the locality and makes the most effective use of land, unless it can be demonstrated that there are significant constraints to development, or where the circumstances provide the opportunity to improve the character of the area through development that is at a density that differs from existing development.

(8) For strategic or sensitive development proposals, the Council encourages the use of independent design review to support high-quality, context-responsive design. The requirement for design review will be considered on a case-by-case basis, taking account of the scale of development and the sensitivity of its location. Where a design review is required by the Council, the applicant is expected to undertake and fund this independently.

## Policy AP2 - Amenity

4.13. National planning policy requires planning to secure a high standard of amenity for existing and future users. Key considerations include the effects of noise, odour, light pollution and loss of privacy.

4.14. A high standard of amenity can be achieved through high-quality design, which can also mitigate impacts that might otherwise result in unacceptable impacts.

4.15. Applicants will be required to demonstrate that their proposals would achieve a high standard of amenity for existing and future users. The sensitivity of both the proposed and surrounding uses will be important considerations. For example, homes and schools will be more sensitive than commercial uses.

4.16. The assessment of amenity impacts will be informed by the Council's Urban Designer and/or Environmental Protection team, having regard to the Council's Good Design Guide (or any subsequent adopted guidance), as well as national policy, national guidance and recognised best practice.

4.17. This policy is closely linked Policy En6: Land and Air Quality, which requires applicants to demonstrate that development proposals would not experience or give rise to unacceptable impact from land or air pollution.

**Policy AP2 – Amenity**

(1) New development should achieve a high standard of amenity for existing and future users. Development proposals will be permitted where:

(a) They do not have an unacceptable impact on the living conditions of existing residents through the loss of privacy, excessive overshadowing and overbearing impact.
(b) They do not generate an unacceptable level of activity, noise, vibration, light or unpleasant odour emission, which cannot be mitigated to an appropriate standard.

(2) Development proposals which are likely to experience significant adverse effects from noise, vibration, light or odour levels in the vicinity will only be permitted where suitable mitigation can be provided that would reduce the effects to an appropriate level.

(3) Proposals for external lighting schemes should be designed to minimise potential pollution from glare or light spillage. The intensity of lighting should be necessary to achieve its purpose, and the benefits of the lighting scheme must be shown to outweigh any adverse effects.

## Policy AP3 – Renewable Energy (Strategic Policy)

4.18. Climate change refers to long-term shifts in temperature and weather patterns. Human activities have been the main driver of climate change, primarily due to the burning of fossil fuels like coal, oil and gas. This has increased greenhouse gas emissions which are causing global temperatures to rise, the consequences of which increase the risk of extreme weather events such as intense droughts, severe fires, rising sea levels and flooding.

4.19. The UK is legally committed to reaching net-zero greenhouse gas emissions by 2050. This means that the total greenhouse gas emissions would be equal to the emissions removed from the atmosphere, with the aim of limiting global warming and resultant climate change.

4.20. The NPPF is clear that the planning system should support the transition to a low-carbon future in a changing climate. It places a strong emphasis on delivering sustainable development and taking a proactive approach to mitigating and adapting to climate change.

4.21. The Council declared a Climate Emergency in June 2019 and in 2020 adopted ambitious targets to achieve a Net Zero Carbon Council by 2030 and a Net Zero Carbon district by 2050. In order to achieve these targets, we published a Zero Carbon Roadmap and accompanying Action Plan.

4.22. To meet our net zero carbon targets energy generation from fossil fuel sources must be reduced. This means that energy will need to be generated by renewable energy technologies such as solar panels, wind turbines and hydropower which reduces the demand for fossil fuels which in turn reduces harmful greenhouse gas emissions.

4.23. Our Renewable and Low Carbon Energy Study (2021) provides evidence on the likely technical potential of different forms of renewable and low carbon energy in the district. The Study identifies that the main opportunities for NWLDC going forward will be wind energy, solar energy, and heat pumps. This study is still considered to be an appropriate evidence base for this Local Plan given the characteristics of the district are largely unchanged.

4.24. The delivery of renewable and low carbon energy schemes is supported. Small-scale projects can also contribute towards cutting greenhouse gas emissions. Energy efficient retrofits, including domestic solar panels and wind turbines are generally permitted development and do not require planning permission, except for Listed Buildings and properties in designated areas (e.g. conservation areas).

4.25. Any physical changes to historic buildings to improve their energy efficiency should be carefully designed to avoid harm to the heritage asset. There are opportunities in most historic buildings to improve energy conservation without causing harm through measures such as secondary glazing, improved loft insultation (using natural materials), low energy lighting and the use of fuel-efficient boilers. Where conflict is unavoidable, the benefits of such measures should be weighed against the extent of harm to the significance of the heritage asset.

4.26. Policy AP3 sets renewable energy targets for the plan period which reflect those set out in the Council's Zero Carbon Roadmap. The targets do not represent a maximum amount of renewable energy that can be generated over the plan period, and small-scale installations that do not require planning permission cannot be fully recorded.

4.27. Policy AP3 supports appropriately located renewable energy generation and the provision and benefit of medium and large-scale renewable energy schemes needs to be balanced against the environmental impacts of the proposals. Planning practice guidance makes it clear that renewable energy does not automatically override environmental protection.

4.28. Policy AP3 includes a clause regarding the decommissioning of renewable energy infrastructure. Planning conditions and/or a Section 106 legal agreement will be used to ensure that, if at any time renewable energy infrastructure becomes redundant, sites are restored (as far as possible) to their original state.

**Policy AP3 – Renewable Energy (Strategic Policy)** ***(Subject to the findings of the plan-wide viability assessment)***

(1) The Council will support renewable energy proposals that contribute towards achieving the following renewable energy generation targets by 2042:

(a) 55.7 MW of energy generated by solar energy generation.
(b) 52.6 MW of energy generated by wind generation.

(2) Proposals for renewable energy generation as part of new developments should be proportionate to the scale of the proposed development and appropriate to their setting.

(3) Planning applications for renewable energy including any new grid connection lines and any ancillary infrastructure and buildings associated with the development will be supported where:

(a) There is no unacceptable impact on residential amenity as result of the development alone or in conjunction with any permitted and existing renewable energy schemes in terms of noise, shadow flicker, vibration, topple distance, glint and glare and visual dominance; and

(b) There is no unacceptable impact on biodiversity, ecology or wildlife; and

(c) There is no unacceptable impact on landscape character taking account of the special qualities set out within the individual National Character Areas; and

(d) The potential impacts on aviation safety, aircraft operations and communications at or in the vicinity of East Midlands Airport have been addressed; and

(e) There is no adverse impact on highway safety; and

(f) Proposals are accompanied by details to demonstrate how future maintenance will be undertaken and how the site will be decommissioned to ensure the restoration of the site following cessation, such details will be secured by means of condition and/or Section 106 legal agreement~~; and~~

(4) Proposals for solar energy developments including both mounted and standalone ground mounted installations and extensions and repowering of solar extensions, should avoid using the best and most versatile agricultural land where possible.

## Policy AP4 – Reducing Carbon Emissions (Strategic Policy)

4.29. The National Planning Policy Framework (NPPF) is clear that the planning system should support the transition to a low-carbon future in a changing climate. It places a strong emphasis on delivering sustainable development and taking a proactive approach to mitigating and adapting to climate change.

4.30. NPPF (Para.164) requires new development to be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change. In vulnerable areas care should be taken to ensure that risks can be managed through suitable adaptation measures, including through incorporating green infrastructure and sustainable drainage systems. New development should also help to reduce greenhouse gas emissions, such as through its location, orientation and design.

4.31. To reduce carbon emissions and make homes more energy efficient energy consumption needs to be reduced. This can be done by installing heat pumps, insulating homes to prevent heat loss and using energy efficient appliances. The incorporation of green infrastructure in developments such as green roofs, living walls and urban forests can also reduce carbon emissions.

4.32. The government has introduced the Future Homes and Buildings Standards (FHBS) to reduce carbon emissions in new buildings. Published in March 2026 the FHBS aims to make new homes, and non-domestic buildings achieve low carbon heating and high energy efficiency standards.

4.33. The FHBS requires new homes in England to produce 75% fewer carbon emissions compared to 2013 standards. Homes must be designed to be 'net-zero ready' meaning they won't require retrofitting to achieve net zero when the grid fully decarbonises. Heat pumps are expected by default, and solar panels will be mandatory on most new homes, alongside enhanced insulation, improved air tightness and triple glazed windows.

4.34. Building Regulations have also been updated to implement the FHBS, with changes made to improve the energy efficiency and ventilation of new buildings, to ensure new homes and non-domestic buildings are future proofed with low carbon heating and high levels of energy efficiency.

4.35. The implementation of the FHBS along with the associated changes to Building Regulations will deliver significant and meaningful contributions to achieving a zero-carbon future for the district, as set out in our Zero Carbon Roadmap and Action Plan.

4.36. To help meet our zero carbon targets Policy AP4 sets out a number of measures that seek to contribute towards a reduction in carbon emissions in the district. It is acknowledged that development can only control "regulated" carbon emissions from fixed building services like heating, cooling, ventilation, and lighting. Unregulated energy use is energy consumed by plug-in appliances, office equipment and occupant devices that are not targeted by mandatory energy efficiency standards.

### Energy hierarchy

4.37. The energy hierarchy is a sequence of steps, set out in priority order, that seek to minimise energy consumption in a building. Proposed development should be designed to meet the energy hierarchy to the maximum possible degree. There are many ways to implement the energy hierarchy in building design:

- **Energy Reduction:** The first step is to reduce operational carbon emissions by reducing the energy demand of buildings. This can be achieved through a site design that considers the orientation of buildings to allow for heat and light from the sun to be captured passively, whilst roof overhangs can provide natural shading, reducing the need for cooling systems. The use of thermal insultation and utilising high efficiency lighting should also be considered. The use of mechanical ventilation systems should only be considered where it's demonstrated that less energy intensive options have been found to be inappropriate.
- **Energy Efficiency:** Buildings should be as energy efficient as possible, and this can be achieved through greater air tightness, ventilation and thermal insulation which can minimise or eliminate heat loss.
- **Renewable Energy:** After reducing energy and employing energy efficiency measures, steps should be taken to make up for any shortfalls in energy needs through renewable sources. This can be achieved through strategic building design that has the facilities and capacity to both store and deliver energy from renewable sources.
- **Low Carbon Energy:** the next step is to supply energy efficiently via low carbon energy including the use of heat pumps and Combined Heat and Power (CHP) systems.

4.38. Applicants will be required to demonstrate that they have had regard to the energy hierarchy and have utilised, where possible, steps to reduce energy consumption in developments. All major developments will be required to submit an Energy Statement or include a relevant section in the Design and Access Statement that details the energy consumption reductions that have been considered at each stage of the energy hierarchy.

### Whole Lifecycle Carbon Emissions

4.39. The construction process for new development uses a significant amount of resources and creates a large amount of waste. To reduce emissions associated with development and the impact of this on our environment, developments will need to carefully manage the production, use and disposal of materials.

4.40. A Whole Lifecycle Carbon (WLC) emissions assessment considers both the embodied carbon emissions and operational carbon emissions. Embodied carbon emissions are a building's emissions during construction, including the manufacturing of materials and transportation of materials. The operational carbon emissions are the emissions generated during the operational lifetime of a building and include the energy required to power, heat, cool and light a building.

4.41. Major development (as defined in the NPPF) proposals should be accompanied by a checklist that identifies that the applicant has considered WLC emissions and identified if there are opportunities for the proposed development to reduce such emissions.

**Policy AP4 – Reducing Carbon Emissions (Strategic Policy)** ***(Subject to findings of the plan-wide viability assessment)***

(1) Development is required to contribute to the Council's aim for a carbon neutral district by 2050. To achieve this, all new major development will be required to demonstrate that:

(a) On-site renewable energy generation is maximised as much as possible;
(b) Energy efficiency targets in line with the latest national standards (including any transitional arrangements) at the time a planning application is determined, will be achieved ;and
(c) That measures have been taken to minimise energy consumption by following the steps in the energy hierarchy.

(2) Major developments will be required to demonstrate that measures have been taken to reduce lifecycle carbon emissions and maximise opportunities for the reuse of materials.

## Policy AP5 – Health and Wellbeing (Strategic Policy)

4.42. The NPPF (para. 96) requires planning polices and decision taking to aim to achieve healthy, inclusive and safe places. Planning Practice Guidance requires public health organisations, health service organisations, commissioners, providers, and local communities to work effectively with Local Planning Authorities to promote healthy and inclusive communities and support appropriate health infrastructure.

4.43. Our Health and Wellbeing Strategy and the Integrated Care Board's[5] Community Health and Wellbeing Plan both seek to improve the health and wellbeing of everyone in North West Leicestershire. Particular issues include low levels of physical activity, unhealthy eating and weight, social isolation, limited access to services, poor mental health wellbeing and meeting the challenges of an ageing. Furthermore, those living in our most deprived wards, located within Greenhill, Measham and Ashby Woulds, can suffer from poor general and mental health and lower life expectancy.

4.44. Improving our health and wellbeing requires more than improving access to medical treatment and services. Planning can positively contribute to a range of health benefits including:

[5] The NHS Leicester, Leicestershire and Rutland Integrated Care Board is the statutory NHS organisation which is responsible for developing a plan for meeting the health needs of its population, managing the NHS budget and arranging for the provision of health services in its geographical area.

- **Housing design and affordability -** housing can support the creation of inclusive communities, providing for a variety of tenures, lifetime homes and good standards of amenity.
- **Physical activity -** provide opportunities for active travel with better access to open spaces and recreational facilities.
- **Enabling Healthier Choices -** access to healthy food can be supported through safeguarding against the loss of allotments as well as opportunities for food growing in new developments and the management of the location of unhealthy food outlets.
- **Pollution and Climate Change -** the impacts of air and noise pollution can be minimised, including for our more vulnerable populations, through ensuring land uses are compatible and reducing the need to travel by car and facilitating access by more sustainable forms of travel alongside support for renewable energy use, a reduction in carbon emissions and minimising flood risk.
- **Safe and inclusive communities -** creating a safe environment with opportunities for social interaction, active street frontages and high quality public spaces, that provide a sense of ownership and mental health benefits.
- **Health and Social Inequality -** where an individual was born, and where they live and work as well as their age, are some of the factors that can impact on an individual's health. Quality of life can be improved through better access to education and skills, quality jobs, and local services and facilities as well as providing high quality places to live.

4.45. Policy AP5 sets out a range of health-related factors that should be considered as part of new development that can contribute to better health. This policy complements other policies in the Local Plan which guide the location and design of new development, as well as protect the natural environment.

4.46. The planning system also has a role to play in the provision of health care infrastructure, for example, GP surgeries. We will continue to work with health care providers to assist in the planning for, and provision of, healthcare facilities to meet the needs of the district's population, in accordance with Policy IF1.

**Policy AP5 – Health and Wellbeing (Strategic Policy)**

(1) Development that maintains and improves the physical and mental health and wellbeing of our residents, enables healthier choices by tackling the causes of ill health and inequalities will be supported. Health considerations will be embedded in decision making and the Council will support the creation of a high quality, accessible and inclusive environment.

(2) To achieve this, the Council will:

(a) Ensure homes are high quality, good homes and allow people to live healthy lives within them and remain in their homes for longer.
(b) Facilitate the creation of healthy and resilient communities with opportunities for social interaction, and where people feel safe.

(c) Support the delivery of a safe walking and cycling network to increase access to active travel, considering active design within development and connections with the wider community, services and employment opportunities.
(d) Promote and increase access to, and the protection and improvement of, green and blue spaces, sports facilities and play and recreation opportunities.
(e) Maintain and improve accessibility to healthcare, social care, education and community facilities and wider support services.
(f) Prevent negative impacts on residential amenity and wider public safety from noise, ground instability, ground and water contamination, vibration and air quality.
(g) Support healthy eating and promote healthy food choices, through opportunities for sustainable food development, such as allotments and community growing places, and managing the location of, and access to, take away uses.

## Policy AP6 – Health Impact Assessments

4.47. A Health Impact Assessment (HIA) is a process which evaluates the potential health effects of a proposed development on our population, particularly on vulnerable or disadvantaged groups. It seeks to identify the positive opportunities for health improvements from a proposal as well as highlighting potential negative impacts that need mitigation. Its role is not to provide a definitive answer on whether planning permission should be granted but as a support tool to create healthy environments and reduce health inequality.

4.48. Although the Planning Practice Guidance highlights the value of Health Impact Assessments, there is no adopted standardised HIA in England which enables local authorities to decide what the process will look like, including when it is required, or the opportunity to tailor an approach to local circumstances and specific issues that they face.

4.49. The HIA Template and guidance for North West Leicestershire has been developed by the Public Health Team at Leicestershire County Council, and its use is strongly recommended. The use of an alternative method would need to be agreed with the Council and address the matters set out in the HIA Template and Guidance. The level of information required in the HIA should be proportionate to the scale and nature of the development proposed.

4.50. Major development proposals are more likely to impact on health and wellbeing, and the policy takes a proportionate approach towards when a HIA is required. A HIA should provide sufficient detail to enable a clear understanding of any health impacts of a proposal including consideration of the likely demands of the development proposal upon the existing services and facilities. We will use planning conditions and/or legal agreements to secure positive and impacts and mitigate negative ones.

**Policy AP6 - Health Impact Assessments**

(1) A Health Impact Assessment (HIA) must be undertaken for the following types of development:

(a) all residential proposals of 50 or more dwellings; or

(b) all non-residential development (new build or extensions) with a floorspace of 1,000sqm or more, or a site of 1 hectare or more or

(c) development in areas of public health concern including area vulnerable to worsening health inequalities (as indicated in the guidance notes on the Leicestershire County Council webpage)

(2) Applicants should use the HIA template and guidance that has been developed by Leicestershire County Council Public Health team unless an alternative method is first agreed with the Council.

(3) Where a Health Impact Assessment identifies that a development has significant negative or positive impacts on health and wellbeing the Council will require applicants to ensure that any positive health impacts are achieved, and negative health impacts mitigated through planning conditions and/or financial or other contributions secured via planning obligations.

## Policy Ap7 - Flood Risk (Strategic Policy)

4.51. Flooding occurs from a range of sources and climate change poses a major challenge in the management of flood risk. Increasing global temperatures and changing weather patterns will cause more extreme weather events.

4.52. The NPPF aims to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk from flooding and to direct development away from areas at highest risk.

4.53. The NPPF sets out strict tests to protect people and property from flooding. The sequential risk-based approach to development and flood risk applies at all levels of the planning process whether allocating land or considering planning applications. By exception, where new development is necessary in an area at high-risk from flooding, the development should be made safe for its lifetime without increasing flood risk elsewhere.

4.54. The district lies wholly within the catchment of the River Trent and as such the primary source of flood risk in the district is from fluvial flooding. There is a Catchment Flood Management Plan (CFMP) in place which covers the entire River Trent Catchment as well as all of its tributaries. The River Trent CFMP sets out the flood risk in the River Trent catchment and the preferred plan for sustainable flood risk management.

4.55. The north and east of the district is vulnerable to flooding from the River Trent and the River Soar, both independently and, when a flooding incident is more widespread, collectively. The south and west of the district is at risk of fluvial flooding from the River Mease, the River Sence and a tributary of the River Soar. Throughout North West Leicestershire there are several other tributaries of the River Trent and the River Soar which present a flood risk, most notably Gilwiskaw Brook and Grace Dieu Brook.

4.56. There are existing flood defences throughout the River Trent catchment. Flood defence embankments are in place along the River Trent and the River Soar where the rivers form the northern and eastern parts of the district's boundary.

4.57. the Local Plan is supported by a Strategic Flood Risk Assessment (SFRA) (2026) which assesses the risk of flooding from all sources, now and in the future, taking account of the impacts of climate change. The SFRA identifies that, in addition to fluvial flood risk, there are areas also at risk of flooding from surface water, sewers and canals. In addition, parts of the district are susceptible to rising groundwater due to the large-scale closure of coal mines.

4.58. Mine water rebound is where abandoned mine workings flood with water after the cessation of water pumping. Groundwater level monitoring undertaken by the Coal Authority across the Leicestershire Coalfield indicates that the mine water is still rising and rebound is incomplete. Leicestershire County Council are the Local Lead Flood Authority (LLFA) who are aware of the associated risks of mine water rising, specifically within Oakthorpe and Donisthorpe although have not received any reports of associated flooding. Whilst potential development sites should not be ruled out for development in this area, the potential risk from this source should be considered during the design phases of associated development proposals.

4.59. In line with national planning policy, Policy AP7 requires development to be directed towards the areas of lowest risk of flooding to minimise the risk of flooding and to ensure that land most vulnerable to flooding is reserved for uses that are less susceptible to damage.

4.60. To reduce the likelihood of surface water flooding all development should limit surface water runoff to the Qbar[6] greenfield rate minus 20%. This will limit the rate of runoff to less than the site was prior to development, reduce flood risk overall and mitigate against the future impacts of climate change.

4.61. The LLFA is a statutory consultee in the planning process and is responsible for reviewing the surface water drainage systems for all major development applications. Applicants should seek pre-application advice from the LLFA.

4.62. If development is unable to meet the discharge volumes to the Qbar greenfield rate minus 20% this would need to be clearly demonstrated. The LLFA would need assurance that the runoff volume would be discharged at a rate that does not adversely affect flood risk.

[6] Qbar is the mean annual maximum peak flow from a rural catchment, measured in litres per second.

**Policy AP7 – Flood Risk (Strategic Policy)** ***(Subject to the findings of the plan-wide viability assessment)***

(1) Wherever possible development should take place within Flood Zone 1, the area of land deemed at least risk of flooding. In terms of Flood risk, applications should be consistent with the requirements of the National Planning Policy Framework and Planning Practice Guidance, or their successor.

(2) Proposals will be supported where:

(a) A site-specific Flood Risk Assessment (if required), fully considers the issues of flooding from all sources, including, where relevant, from mine water rising; and
(b) Flood protection / mitigation measures appropriate to the level and nature of flood risk and are agreed and secured and measures put in place for their implementation and maintenance; and
(c) The development does not place itself or existing land or buildings at increased risk of flooding. Where possible the development should help to reduce flood risk elsewhere, for example downstream of the development site.
(d) ~~For~~ All development (including brownfield), demonstrate that the peak surface water runoff rate is limited to the Qbar greenfield rate (minus 20%) (or equivalent) or to a rate which mitigates the risk of blockage, whichever is greater. Where it is clearly demonstrated that it is not possible to achieve surface water run-off rates to the Qbar greenfield rate minus 20% the run-off volumes must be discharged at a rate that does not affect flood risk.

## Policy AP8 – Sustainable Drainage Systems

4.63. Surface water flooding occurs when rainwater overwhelms drainage systems, causing water to flow over or pool on the ground. Sustainable Drainage Systems (SuDS) aim to mimic the natural drainage process can include features such as green roofs, permeable paving, swales, detention basins, ponds and wetlands. As well as managing surface water run-off, they can help reduce flood risk, improve water quality and support biodiversity.

4.64. The 2026 SFRA identifies what is recognised globally in that climate change is predicted to cause an increase in flood risk in the future and needs to be considered when designing surface water management systems for new development.

4.65. The 2026 SFRA also identifies that the general soil type within the district is 'loamy' which is moderately well drained, but it can be seasonally waterlogged. The catchment run-off can, therefore, be quite variable, and when waterlogged will result in a rapid response with high run-off rates. The NPPF requires applications that could affect drainage to incorporate

sustainable drainage systems, that are proportionate to the nature and scale of the proposal, to control flow rates and reduce volumes of runoff.

4.66. SuDS must be designed in accordance with the National Standards for Sustainable Drainage Systems which establish mandatory multifunctional requirements for managing surface water that prioritise reducing flood risk, improving water quality and providing amenity and biodiversity benefits. Addtional guidance on SuDS design is set out in the CIRA SuDS Manual (C753).

4.67. The Lead Local Flood Authority (LLFA), Leicestershire County Council is the lead organisation for providing advice and guidance on surface water runoff and run off rates. The LLFA is a statutory consultee in the planning process and is responsible for reviewing the surface water drainage systems for all major development applications. Applicants should seek pre-application advice from the LLFA.

4.68. The future arrangements for the management and maintained of SuDS should be in place to ensure the systems function effectively, supporting sustainable development and enhancing local environments and as such applicants will also be required to demonstrate compliance with policy IF5 relating to asset management and stewardship.

**Policy AP8 – Sustainable Drainage Systems**

(1) Development proposals that could affect drainage on or around a site should incorporate Sustainable Drainage Systems (SuDS) for the management of surface water run-off consistent with the requirements of the National Planning Policy Framework, or its successor. SuDS must be designed in accordance with the National Standards for Sustainable Drainage Systems.

(2) Sustainable Drainage Systems provided as part of major development proposals should:

(a) Take account of advice from the Lead Local Flood Authority; and
(b) Have appropriate minimum operational standards; and
(c) Ensure arrangements are put in place for the management and maintenance of the proposed surface water drainage system and any retained existing surface water drainage features over the whole period during which they are needed.

## Policy AP9 – Water Efficiency

4.69. Water is a finite resource. Population growth, changing business habits (including data centres) and changing weather patterns including hotter summers, will increase demands on our water supply. Water efficiency is the practice of reducing water consumption by measuring the amount of water needed for any particular purpose and ensuring that the consumption is limited to only what is required.

4.70. Water efficiency measures have environmental, economic and social benefits. They improve resilience against droughts and water scarcity associated with climate change, reducing demand on the existing water network by relieving capacity stresses and reduce the associated impact of a growing population accessing an already stressed resource.

4.71. The National Planning Policy Framework (NPPF) (para 162) requires local plans to take a proactive approach to mitigating and adapting to climate change, which includes taking into account the long-term implications for water supply.

4.72. The NPPF confirms that across England, all new homes must meet the mandatory national standard of 125 litres (of water) per person per day (l/p/d). Where there is a clear local need, Local Plan policies can require new dwellings to meet the Building Regulations Optional Technical Standards for tighter water efficiency of 110 l/p/d to help manage demand for water

4.73. Severn Trent Water serves North West Leicestershire and the Severn Trent Water region is classed as an area 'seriously water stressed'. This provides the evidence for requiring new dwellings to meet the tighter standard of 110l/p/d. Planning permission for new residential dwellings will include a condition for the tighter water efficiency standard as required by Building Regulations.

4.74. There is no national standard for water efficiency of non-residential buildings such as offices, industrial buildings and schools. The Building Research Establishment Environmental Assessment Methods (BREEAM) WAT01 assessment awards credits for incorporating sustainable measures for water efficiency, water reuse and rainwater harvesting. This is considered to provide the most suitable equivalent mechanism to ensure high standards of water efficiency are sought in new non-residential development.

4.75. There are two methods to assess the credit, the standard method and the alternative method. The standard approach is the default method for calculation, and the output is compared against a baseline standard for the same use, and the percentage improvement is used to determine the number of BREEAM credits achieved. The standard building types are:

- Office
- Retail
- Industrial
- Education

4.76. If the development is not a standard building type the alternative method can be used. This assesses the performance level of each component used and compares it against a table of water efficient consumption levels to determine the level of performance.

4.77. We will require water efficiency in non-residential development to demonstrate that Excellent BREEAM credits for WAT 01 are being targeted. An assessment of the building's water efficiency performance should be carried out by a BREEAM approved assessor using the BREEAM Wat 01 calculator, or equivalent best practice standard, and should be submitted as

part of a planning application. Compliance will be secured through the use of a planning condition.

4.78. Other development proposals should seek to improve the level of water efficiency through the use of water efficient fittings such as dual flush toilets, reduced flow showers and reduced volume baths and through water reuse measures such as rainwater harvesting.

**Policy AP9 – Water Efficiency *(Subject to the findings of the plan-wide viability assessment)***

(1) As part of proposals for residential development applicants will be required to submit evidence to demonstrate that the national optional water efficiency standard of a maximum of 110 litres of water per person per day can be met, this will be secured by a planning condition.

(2) Major non-residential development proposals involving the extension, replacement or creation of new non-residential floorspace or a combination thereof will be required to demonstrate that BREEAM excellent credits for WAT 01 are being targeted and this will be secured by a planning condition.

(3) For all other development proposals captured by the planning process including change of use, conversions, extensions and refurbishments, applicants will need to include measures that improve the level of water efficiency

# 5. HOUSING

## Introduction

5.1. In order to support the government's objective of significantly boosting the supply of homes, the Local Plan must meet the identified housing need for North West Leicestershire, including an appropriate mix of housing to meet the needs of the local community.

5.2. Chapter 6 identifies the site allocations where this need will be met, alongside policies setting out requirements for affordable housing, housing mix and housing standards. It also includes policies on self and custom-build housing, houses in multiple occupation in Kegworth and accommodation for Gypsies, Travellers and Travelling Showpeople.

## Housing Provision

5.3. Policy S1 (Chapter 4) sets out the total amount of housing needed in the district between 2024 and 2042. Based on an annual requirement of 690 homes per year, the total is 12,420 homes.

5.4. Contributing to the housing requirement are:

- Net homes that have been constructed between 1 April 2024 and 31 March 2026 (all sites)
- Major sites (10+ dwellings) that are under construction at 1 April 2026
- Major sites with planning permission at 1 April 2026
- Major sites with a resolution to grant planning permission (i.e. approval at Planning Committee) at 1 April 2026, and
- Sites allocated for housing development in this Local Plan

5.5. Table xx summarises the above position at 1 April 2026. A housing trajectory listing specific sites and when they are expected to be delivered is at **Appendix C**.

**Table xx: Housing Supply 2024 to 2042**

| | | No. of dwellings |
|---|---|---|
| A | Annual housing requirement | 690 |
| B | Total housing requirement 2024 to 2042 (A x 18 years) | 12,420 |
| C | Net housing completions 1 April 2024 to 31 March 2026 | 1,481 |
| D | Major sites under construction at 1 April 2026 | 2,893 |
| E | Major sites with planning permission or a resolution to grant planning permission at 1 April 2026 | 1,098 |
| G | Residual housing need 1 April 2026 to 31 March 2042 (B – (C+D+E)) | 6,948 |

**[Policy H1 – reference not used]**

## Policy H2 – Housing Commitments

5.6. The Council's anticipated housing supply to 2042 includes some sites where planning permission has been granted but development has not yet commenced, as well as one site where a resolution to grant planning permission has been made. These sites form the supply identified in Row E of Table xx.

5.7. When a planning permission is not lawfully implemented within the required timescale, it will lapse and a new planning application is required. The purpose of this policy is to confirm that, in such circumstances, the Council will continue to support the principle of residential development on these sites, subject to satisfying other policies of this Plan and any other material considerations. Where sites have lapsed, clear evidence should be provided addressing the reason for the permission lapsing and demonstrating that the permission will be implemented and the site is deliverable.

5.8. The housing commitments in Row E of Table xx also includes two Neighbourhood Plan housing allocations with planning permission. As the principle of development is established by a made Neighbourhood Plan, these sites are not included in Policy H2.

**Policy H2 – Housing Commitments (Strategic Policy)**

(1) The principle of residential development at sites H1a to H1m has been established through the granting of planning permission. If planning permission lapses at any of these sites, the Council will continue to support the principle of development, subject to the policies in this Plan and any other material considerations.

| Site reference | Site Address | Site capacity (dwellings) |
|---|---|---|
| H2a | Smith Crescent / Cropston Drive, Coalville | 23 |
| H2b | Land off Belvoir Road, Coalville | 28 |
| H2c | The Marlborough Centre, 3 to 6 Marlborough Square, Coalville | 12 |
| H2d | Land off Standard Hill, Hugglescote (C50) | 100 |
| H2e | 137 Church Lane, Whitwick, Coalville | 13 |
| H2f | Land adjacent to Baker Street, Coalville | 77 |
| H2g | 7 Clapgun Street, Castle Donington | 10 |
| H2h | Land adjoining 90 Ashby Road, Kegworth (K7) | 110 |
| H2i | Site adjacent to the Computer Centre and Junction 24, Kegworth (K11) | 141 |
| H2j | Measham Waterside (M9) | 426 |
| H2k | Masons Arms, 1 Church Street, Donisthorpe | 11 |
| H2l | MTS Logistics, Mill Lane, Heather | 14 |

(2) The principle of residential development at site H1m has been established through a resolution to grant planning permission. Once planning

permission is issued, the site will be subject to the provisions of part (1) of this policy. Where there is a delay in issuing planning permission, the application may be referred back to Planning Committee to allow any material changes in circumstances since the resolution to be considered.

| Site reference | Site Address | Site capacity (dwellings) |
|---|---|---|
| H2m | Land north of Waterworks Road, Coalville (C67) | 101 |

## Policy H3 - Housing Allocations

5.9. Policy H3 sets out the sites which are allocated in this Local Plan to meet the residual housing need in Row G of Table xx.

5.10. Included in the allocations is a new settlement at Isley Woodhouse. Delivery of homes in this location is expected to extend beyond the end of the plan period.

5.11. Neighbourhood Plan housing allocations that do not yet have planning permission are included in the housing trajectory at **Appendix C** but are not included in Policy H3.

**Policy H3 – Housing Allocations (Strategic Policy)**

(1) Sites H3a to H3z are allocated for housing development. They will be subject to the policies of this plan and any other material considerations as well as a Section 106 Agreement to secure the provision of any on and off-site infrastructure.

| Local Plan Policy Reference | Site Address | Site capacity (dwellings) (approximate) |
|---|---|---|
| H3a | New Settlement at Isley Woodhouse (IW1) | 4,250 (of which 1,950 will come forward by 2042) |
| **Coalville Urban Area** | | |
| H3b | Land off Thornborough Road, Coalville (C18) | 105 |
| H3c | Coalville Urban Area Strategic Development Area | 1,216 |
| H3d | West of Whitwick | 650 |
| H3e | Land at Lily Bank, Thringstone (C74) | 64 |
| H3f | Land south of The Green, Donington le Heath (C90) | 62 |

| | | |
|---|---|---|
| H3g | Former Hermitage Leisure Centre, Silver Street, Whitwick (C92) | 32 |
| H3h | Land at Wash Lane and Coalville Lane (R17) | 153 |
| **Key Service Centres** | | |
| H3i | Money Hill, Ashby de la Zouch (A5) | 1,200 |
| H3j | Land off Rushey Close, Ashby de la Zouch (A27) | 60 |
| H3k | Land adjacent to 194 Burton Road, Ashby de la Zouch (A31) | 30 |
| H3l | West of Castle Donington | 1,100 |
| **Local Service Centres** | | |
| H3m | Land off Leicester Road, Ibstock (Ib18) | 450 |
| H3n | Land rear of 111a High Street, Ibstock (Ib20) | 46 |
| H3o | Land south of Ashby Road, Kegworth (K12) | 140 |
| H3p | Land off Leicester Road/Ashby Road, Measham (M11) | 300 |
| H3q | Land off Abney Drive, Measham (M14) | 150 |
| **Sustainable Villages** | | |
| H3r | Land off Steeple View Lane, Appleby Magna (Ap1) | 37 |
| H3s | Midland Road, Ellistown (E7) | 75 |
| H3t | Land off Gadsby Road, Heather (H3) | 32 |
| H3u | Ashby Road, Moira (Mo8) | 49 |
| H3v | Land off Redfern Road, Oakthorpe (Oa5) | 47 |
| H3w | Land off Century Drive, Packington (P4) | 10 |
| H3x | West of Redburrow Lane, Packington (P7) | 30 |
| H3y | Land off Church Lane, Ravenstone (R9) | 50 |
| H3z | Land off Beesley Lane, Ravenstone (R12) | 85 |

## Policy H3a – New Settlement, Isley Woodhouse (IW1)

5.12. To meet the needs of a growing population a new settlement will be developed on the eastern side of the district, to be known as Isley Woodhouse. This will be a long-term strategic development that will start being built during the life span of this local plan, but with development extending beyond the life of this plan.

5.13. The site is predominantly agricultural land with an undulating topography and contains arable fields of varying scales. It is located to the south of East Midlands Airport (EMA) and Donington Park motorsport circuit, adjacent to the small hamlet of Isley Walton and between the small settlements of Diseworth to the east and Tonge to the west.

5.14. The site's northern boundary is formed by the A453 which provides accessibility to the east connecting to the M1 Junction 23a via Finger Farm Roundabout. This links via a dual carriageway section of the A453 to Junction 24 of the M1 and the A50 further to the north-east. To the south-west the A453 links to the A42 Junction 14 providing connectivity to Birmingham and the West Midlands.

5.15. The site is well located to significant areas of employment in close proximity to East Midlands Airport, the DHL Distribution Centre, Pegasus Business Park, and Donington Park motorsport circuit. Additional employment land is being allocated through this plan related to East Midlands Freeport (Policy EMP90)). East Midlands Gateway, a Strategic Rail Freight Interchange and East Midlands Distribution Centre located circa 3 km to the north-east of the site. The Ratcliffe-on-Soar Power Station site lies approximately 8 km to the north-east.

5.16. The potential role that a new settlement could play as part of the spatial strategy for the district and the related identification of the site has come forward through various stages in the plan making process.

5.17. Of note, the 'Leicester and Leicestershire Strategic Growth Plan' (2018) set out the basis of a strategy for the future growth across the County. This included proposing to consider accommodating future growth at major strategic locations such as via new settlements which would enable planning for new housing, employment and infrastructure in a comprehensive way.

5.18. One such strategic location identified in the Strategic Growth Plan was the 'Leicestershire International Gateway' in the northern part of the district (together with part of Charnwood Borough) where there were a number of existing and proposed major employment opportunities. The evidence showed that this part of the district attracted a significant number of people from a wide area to work at the various major employment sites. Whilst this part of the district had seen housing growth in recent years, the growth in jobs had been greater generating high levels of in-commuting. Co-locating housing and jobs thus provided an opportunity for people to live closer to these employment opportunities and create a more sustainable pattern of development.

5.19. In addition to these policy considerations, the district also recognised that the opportunities for large scale development attached to existing settlements were becoming increasingly scarce.

5.20. These factors led the Council to commission a 'Potential Strategic Sites Infrastructure Study' (2020) to assess the likely infrastructure implications that would arise from a number of potential strategic sites in the northern part of the district. This included three potential sites for new settlements: two separately promoted sites at Isley Walton and one south of the A42/A453 junction. The study did not identify any unmitigable constraints for the two sites at Isley Walton. However, it did find significant constraints in respect of land south of the A42/A453 junction.

5.21. The 'Development Strategy Options and Policy Options Consultation' (January 2022) outlined alternative options for the development strategy to be pursued as part of the new Local Plan. A number of these options included the concept of a new settlement. In September 2022 the Council's Local Plan Committee agreed that it wanted to include a new settlement in the plan. This approach is consistent with the strategy in the Strategic Growth Plan and also enabled a longer-term view to be taken beyond the end of the proposed plan period of 2042.

5.22. The new settlement being proposed at Isley Woodhouse is expected to create a new place with a wide variety of new homes, employment opportunities, open space, infrastructure and all necessary supporting community facilities. As part of the comprehensive approach, proposals will need to come forward in accordance with an agreed a site wide masterplan and infrastructure approach to ensure that if the site comes forward in an appropriate manner.

5.23. Proposals will also need to be designed to sensitively respond to the existing rural edges of the site and in particular to protect and respect the amenity of existing properties and communities. An 'Area of Separation' is defined in the Local Plan to ensure that proposals respond appropriately to Diseworth village and ensure that village remains as a distinct settlement by minimising visual coalescence, through appropriate use of open space and restrictions on where built development is appropriate.

5.24. The two promoters of the new settlement at Isley Woodhouse have since adopted a combined approach, and an outline planning application for the proposed new settlement was submitted in July 2025. The consideration, assessment and determination of the outline planning application is ongoing. The need for a robust and up to date policy basis the site for development remains, and will assist the Council to assess the current (and any potential future) planning applications for the site.

5.25. The sites relationship with strategic highways infrastructure improvements in the area is recognised, however importantly the wider scope of highways impacts does not need to be assessed until after 2042 which also aligns with the expectation that only part of the site, 1,950 homes will come forward during the plan period.

**Policy H3a - New Settlement, Isley Woodhouse (IW1)**

(1) To meet the needs of a growing population, a new settlement will be developed in the northern part of the district, to be known as Isley Woodhouse. This will be a long-term strategic development on land to the south of East Midlands Airport and Donington Park Circuit and to the west of Diseworth. The new settlement will be built to high quality design standards, drawing inspiration from the local context including the surrounding landscape and environment, creating safe and attractive places with a rich character that enhance health and wellbeing. When complete, Isley Woodhouse will need to comprise:

(a) Around 4,250 new homes, 1,950 of which will be built by 2042.

(b) A mix of market and affordable homes, including plots of land for those who want to build their own home in accordance with Local Plan Policies H4, H5, H7 and H10.
(c) Affordable housing provision in accordance with strategic policy H5, with an aspiration of up to 30% on-site provision (subject to viability).
(d) Homes suited to older people, and those who need care, such as bungalows, sheltered and extra care facilities, nursing or care homes in accordance with Local Plan Policies H4 and H11.
(e) Some 23,000sqm of employment floorspace (industry and small-scale warehousing) located along the A453 frontage to include a range of building typologies to cater for a variety of types and sizes of businesses including start-up premises suitable for small businesses. By 2042 some 4,600 sqm of employment floorspace will have been delivered. Provision should be made for a range of employment uses within the defined employment areas within the site, primarily for Use Class E (Commercial, Business and Service).
(f) Sufficient early years, primary, secondary and post 16 education provision to meet projected needs to be agreed with the District Council and Local Education Authority. At least 12.8 hectares of land is required for education provision within the allocation, to include a minimum of 5FE of secondary and post-16 provision on at least 6.8 hectares land and 6FE of primary provision on at least 6 ha land, together with additional provision for early years. The education provision should include sports facilities with community access.
(g) A main centre plus smaller neighbourhood centres with facilities such as convenience stores, pub/restaurant/cafes, health services, community venue etc.
(h) Formal and informal open space to include children's play areas, sports pitches, natural green space, recreation routes and cycling and walking links. New open space must be delivered as a minimum in accordance with the standards in Policy IF4. In addition, land will be required for leisure and sports playing pitches, to include a mix of grass and artificial pitches in-line with the Sport England Playing Pitch Calculator.
(i) A permanent site for Gypsies and Travellers of at least six pitches or alternative off-site provision where pitches cannot be provided onsite.

**Key Principles**

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

(a) Putting the health and wellbeing of residents and workers at the forefront by creating an accessible, safe, sociable and inclusive environment where healthy choices are easy to make.
(b) Striving for net-zero, and adapting to climate change, including by incorporating measures to minimise energy consumption whilst

maximising the benefits from on-site renewable energy generation and energy efficient buildings.

(c) Providing for high quality and sustainable buildings and places that respond to the surrounding context and ensure that proposals do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form. Proposals will need to accord with an approved design code(s).

(d) Delivering the infrastructure needed to serve the development and mitigate against adverse impacts.

(e) Establishing a clear and legible hierarchy of streets, that promotes active and sustainable transport modes, alongside filtered permeability, and which prioritises the needs of pedestrians, cyclists, other micro-mobility and public transport users. Making sustainable travel - walking, cycling and public transport a realistic option for residents and workers.

(f) Creating a thriving place, with good access to key services and facilities that can meet day to day needs and support the new settlement and surrounding villages from the outset, which caters for all stages of life and ensures that residents' day to day needs can be met as far as possible within the settlement.

(g) New residential development will achieve appropriate densities which reflect both context, place-making aspirations and opportunities for increased levels of development in appropriate locations. Proposals should achieve a site-wide average density.

(h) of around 35 dwellings per hectare (net). Higher density housing should be provided within the main centre and local centres and around key destinations and transport hubs. The lowest densities should be located towards the edge of the development to create a more natural transition between the development and the adjacent countryside.

(i) Ensuring positive integration between the Affordable and Market Housing, with no difference in the appearance and quality between dwellings (and associated public realm) to be sold on the open market and those to be delivered as Affordable Housing. Affordable Housing should be provided throughout the scheme in groups; the size and location of which are to be agreed with the Council.

(j) Incorporating appropriate measures to manage surface water run-off from the site by sustainable means, ensuring (i) discharge rates meet LLFA requirements; (ii) existing properties are not exposed to increased flood risk; and (iii) the safe operation of East Midlands Airport is not affected.

(k) Providing a network of green and blue infrastructure that relate to the topography, existing areas of woodland and other semi-natural habitat across the site and surrounding countryside. Green corridors will help to break the new settlement into neighbourhoods and smaller character areas while providing opportunities for new leisure routes, enhanced ecological connectivity across the site and beyond. Varied new wildlife

habitats along and additional to these corridors will link existing and new habitats and create an interconnected network.

(l) Incorporating a well-designed approach to the urban edge, which relates development at the periphery to its rural setting, minimises the impact of development when viewed from the surrounding countryside and maintains the physical and perceived separation to surrounding villages.

(m) Provides for an area of separation to Diseworth in accordance with Policy EN5 (as illustrated on the Policies Map).

(n) Establishing at an early stage in the development of the new settlement, an appropriate and sustainable long-term governance and stewardship arrangement for community assets including green space, public realm areas and community and other relevant facilities. Such arrangement to include community representation to ensure residents have a stake in the long-term development, stewardship and management of their community. Developer contributions are expected to be required to fund the initial set up and running cost until such time as stewardship activities are financially self-sustaining.

(o) High speed broadband will be provided across the site and the design of homes will make provision for working from home.

(p) Given the proximity of the site to local noise generating activities, proposals must minimise noise impacts and demonstrate good acoustic design. Where necessary, buildings and land uses should be located and orientated to avoid or where this is not possible, mitigate against noise impacts such as through the provision of landscaping, bunding and/or acoustic barriers in appropriate locations together with building specific measures to provide appropriate noise insulation. Where it is clearly justified that orientation and other external mitigation cannot achieve an acceptable internal ambient noise level, the design and construction of buildings impacted will need to provide sufficient noise insulation to achieve good internal noise conditions with windows closed and alternative means of ventilation and control of overheating provided. If appropriate, a Ventilation Strategy will need to be submitted to and approved as part of future planning applications.

**Business and Employment**

(3) The planning and delivery of business and employment uses must be underpinned by the following key principles:

(a) Be designed to respond positively to the character of the site and protect the amenity of neighbouring uses such as housing with the scale and type of commercial uses to be compatible with adjoining residential uses.

(b) Incorporate a high-quality public realm, together with legible and attractive boundary treatments that optimise the use of green infrastructure (such as planting, trees and hedgerows).

(c) Be designed to ensure excellent accessibility via sustainable transport options, prioritising safe, direct, and convenient routes for walking, wheeling, and cycling.

**Centres and Local Facilities**

(4) The planning and delivery of centres and local facilities must be underpinned by the following key principles:

(a) The centres, buildings and main entrances must provide an active frontage to the public realm and make a positive contribution to the street scene.
(b) The provision for community meeting space must be suitable to accommodate a range of community activities including provision for older and young people. Buildings should be sited in locations that are accessible and focal to the local communities that they will serve, be designed flexibly to ensure they are resilient to respond to changing needs over time and ensure they can support a diverse range of uses.
(c) Increased primary healthcare capacity must be provided to serve the new development. This could be by means of new on-site infrastructure; an improvement, reconfiguration, extension or relocation of medical facilities.

**Transport and Movement**

(5) Proposals for transport and movement must come forward in accordance with the following principles:

(a) Deliver a comprehensive movement and connectivity network across the new settlement that actively encourages and prioritises active and sustainable modes of travel, and provides connections across the site and to surrounding villages and employment sites.
(b) Enhanced bus provision must be provided from the outset with routes with priority over other vehicles and ensuring that where possible, residential dwellings and employment sites will be within 400m of a bus stop. Bus services and incentives to encourage take-up must be developer subsidised in the first instance.
(c) All proposals for the new settlement will need to ensure that mobility hubs are located at centres and should allow for smooth and efficient interchange between public transport, shared transport services and micro-mobility modes such as e-scooters, cycles and e-bikes.
(d) Proposals should include the realignment of the A453 to improve highway safety and movement on this local route and enable new access points to be created into the site.
(e) Development will need to include suitable mitigation measures to address the impacts of the proposals across the local and strategic highway network. Such measures must as a minimum include provision of a safe walking & cycling crossing of Station Road in Castle Donington,

improvements to the Broad Rushes/Trent Lane/Back Lane/Arundel Ave/Distribution Centre Access roundabout, the A453/The Green junction, the A453/EMA access junction and A50 Junction 1. Proposals will need to make a proportionate contribution to other improvements to the strategic highways network as part of an assessment of cumulative impacts across the wider area, as evolved and agreed between the Council and all relevant stakeholders.

**Masterplanning, Design Code and site-wide strategies**

(6) Proposals to develop land within the new settlement must progress in accordance with an allocation-wide masterplan, design code(s), and strategies that set out the coordinated and comprehensive approach to development of the site, infrastructure delivery and phasing which will have been submitted to and approved by the Council prior to commencement of development. Future planning and associated applications will need to accord with such approved documents unless otherwise agreed by the Council must provide for:

(a) A mix of house sizes, tenures and types, including provision suited to older people and for self- and custom-built homes and which reflects the requirements of those in greatest need, in particular for affordable housing.
(b) The identification of essential infrastructure, including all necessary on-site and off-site highway improvements, funding arrangements and its delivery in a co-ordinated and timely way.
(c) A comprehensive landscaping strategy which is demonstrably landscape-led and which retains, enhances and capitalises on existing landscape features, reflects its landscape context and is informed by the Council's Landscape Sensitivity Study (2020).
(d) A comprehensive approach to strategic Green Infrastructure and Biodiversity Net Gain, providing connected habitats that bring maximum benefit for nature recovery and for residents' access to nature and natural green space and creating links to a wider GI network beyond the new settlement where possible.
(e) A Heritage Assessment which will identify the heritage assets both on and beyond the site which may be impacted, their significance, including the significance derived from setting, and provide a thorough analysis of the impact of development on this significance.
(f) A full noise impact assessment and linked strategy to address the noise from East Midlands Airport and Donington Park Racing Circuit, including mitigation measures to protect the amenity of residents.
(g) Linked phasing plans for housing, employment and infrastructure.
(h) Proposals must be supported by a Transport Assessment that demonstrates how the development will encourage active and sustainable transport and achieve the mode share targets. The Transport Assessment should have regard to the principles of 'Vision and Validate' showing how

a vision to maximise use of sustainable transport at the site will be achieved.

(i) Construction Environmental Management Plans and Construction Traffic Management Plans will need to be approved prior to the commencement of development to set out how the construction process will be effectively managed across the site as a whole and through its phased delivery, and any adverse impacts avoided or where this is not possible, mitigated against.

**Securing Comprehensive Development**

(7) To ensure that a cohesive and high-quality development is delivered:

(a) the Council will only approve planning and associated applications that adhere to and demonstrate compliance with an approved masterplan and design code (s).

(b) Ad hoc or piecemeal development which is contrary to the aims of this policy or development that is inconsistent with an approved masterplan, design code (s), and strategies that set out the approach to infrastructure delivery and phasing will not be permitted.

(c) Any development proposal which comes forward must demonstrate that the development does not compromise the ability to deliver the infrastructure required by this allocation and identified in this policy and does not prejudice the future integration of future development at the new settlement.

## Coalville Urban Area

5.26. The Coalville Urban Area is the Principal Town in North West Leicestershire. Outside of the new settlement, it is the focus for the largest amount of new housing growth. Several sites, including the South East Coalville urban extension, are under construction and will contribute towards the Council's housing requirement up to 2042.

5.27. As part of Policy H3, nine sites are allocated for housing in the Coalville Urban Area. Three of these sites form part of the Coalville Urban Area Strategic Development Area (Policy H3c). The parts of this area which are not allocated for housing will be retained as the Coalville/Whitwick Area of Separation (Policy En5).

5.28. All of the Coalville Urban Area is located in the National Forest (Policy En3) and land in the north and east also forms part of the Charnwood Forest (Policy En4).

5.29. The Hugglescote and Donington le Heath Neighbourhood Plan (2021) forms part of the development plan for parts of the Coalville Urban Area and, alongside the Local Plan, will be used to determine planning applications in the Neighbourhood Plan Area.

## Policy H3b - Land off Thornborough Road, Coalville (C18)

5.30. The site is located close to Whitwick and Coalville Leisure Centre, Stephenson College, nearby supermarkets and employment areas along Stephenson Way, with Coalville town centre beyond. These facilities are located to the south of the site. To promote walking and cycling to these facilities, as well as encourage recreational access towards Whitwick to the north, it is important that the existing public right of way is retained and enhanced. In addition, a connection to the adjacent bridleway should be incorporated into the development. This would enable pedestrians to access and exit the site from the south-western corner, avoiding the need to walk northwards to the main vehicular access.

5.31. To help integrate the site with the wider countryside, proposals should reinforce and strengthen the hedgerow to the east of the site which also has the opportunity to provide ecological benefits. It will also be important for the site to suitably take into account the small pocket of surface water flooding to the north of the site in the design and layout.

**Policy H3b - Land off Thornborough Road, Coalville (C18)**

(1) Land off Thornborough Road, Coalville, as shown on the Policies Map, is allocated for around 105 homes.

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

(a) Provision of a safe and suitable access from Thornborough Road;
(b) Retention and enhancement of the onsite public right of way (O11);
(c) Provision of a direct link to the bridleway (O8) which adjoins the southern boundary of the site;
(d) Reinforcement of hedgerows along both the eastern boundary and to the boundary with the bridleway.
(e) The design and layout taking account of any areas at risk of surface water flooding.

## Policy H3c – Coalville Urban Area Strategic Development Area

5.32. Coalville Urban Strategic Development area, situated between Stephenson Way, Broom Leys Road, Hall Lane and Hermitage Road provides an important opportunity to deliver a comprehensive and coordinated residential development as a sustainable extension to the Coalville urban area. The site comprises three land parcels (C19a, C19b and C46) which collectively are capable of delivering around 1,216 dwellings. Given the scale of development and the number of land parcels involved and their nature, whilst Land off Hall Lane relates to Whitwick whereas Stephenson Way and Broom Leys Farm better relate to Coalville, it is still essential that the site is planned and delivered in a cohesive manner to ensure that development integrates effectively with the existing built-up areas and delivers infrastructure improvements in a coordinated way.

5.33. The allocation has been informed by the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA), which identifies the constituent sites as being suitable, available and deliverable for residential development. The site represents a key component of the Council's strategy to meet its identified housing need and supports the role of Coalville as a principal settlement within the district. In addition, the policy reflects wider evidence in relation to transport, green infrastructure and landscape sensitivity, which together highlight the importance of delivering a well-connected development that incorporates appropriate infrastructure, protects key environmental assets and maintains the separate identity of nearby settlements, particularly Coalville and Whitwick.

5.34. A key component of the policy is the designation of land within the site as an Area of Separation, consistent with Policy En5. This will ensure that the physical and visual distinction between Coalville and Whitwick is maintained, preventing coalescence and safeguarding the role of this land as part of the wider green infrastructure network. The Area of Separation will also provide opportunities for accessible open space, landscaping and biodiversity enhancement, contributing to the overall quality and environmental performance of the development.

5.35. In order to ensure a comprehensive approach to development, proposals will be required to be informed by a Masterplan or Land Use Framework Plan. This will establish the overarching structure and principles for the development, including land uses, access arrangements, movement routes, green infrastructure and the provision of supporting infrastructure. Given the multiple land interests across the site, it is essential that the masterplan demonstrates how the development will be coordinated across all parcels, including the delivery of shared infrastructure and, where relevant, the phasing of development to ensure that infrastructure is provided in a timely manner.

5.36. The site will be served by multiple access points, including from Stephenson Way, Hall Lane and Broom Leys Road, and these will need to be considered as part of a coordinated access strategy to ensure that development can be accommodated safely on the local highway network. A secondary access from Torrington Avenue will only be supported where it can be demonstrated to be acceptable in highway and amenity terms. In addition to vehicular access, the policy requires the provision of walking and cycling routes throughout the site and connections to the surrounding area to support sustainable patterns of movement and ensure that residents have good access to services and facilities within Coalville and Whitwick.

5.37. Development will also need to respond to site-specific constraints and sensitivities, including areas of surface water flood risk, the presence of public rights of way, and the proximity of Coalville Rugby Club. The design and layout of development will need to ensure that these features are appropriately taken into account, including the retention and enhancement of public rights of way and the safeguarding of the operation of existing uses. Landscaping and structural planting, particularly along the boundary with Stephenson Way, will be required to protect residential amenity and to provide an appropriate edge to the development.

**Policy H3c - Coalville Urban Area Strategic Development Area**

(1) Land between Stephenson Way, Broom Leys Road, Hall Lane and Hermitage Road, as identified on the Policies Map, is allocated for: around 1,216 homes; a permanent site for Gypsies and Travellers of at least six pitches (or alternative off-site provision where pitches cannot be provided onsite); and an Area of Separation.

(2) As identified on the Policies Map, housing will be provided in three distinct areas:
(a) Land off Hall Lane and Torrington Avenue, Whitwick (C19a)– around 250 homes
(b) Land off Stephenson Way, Coalville (C19b) – around 700 homes
(c) Land at Broom Leys Farm, Broom Leys Road, Coalville (C46) - around 266 homes.

(3) The remaining land is identified as an Area of Separation consistent with the provisions of Policy En5. This provision will be secured in perpetuity by a S106 Agreement or other similar legal agreement.

(4) Development will be subject to the following requirements:
(a) The production of a Land Use Framework Plan or masterplan which demonstrates how the three housing areas and associated infrastructure will be developed in a coordinated way which addresses the requirements of this policy including the infrastructure required to facilitate its delivery. This will need to be the subject of consultation with the Whitwick Parish Council, the local community and the District Council and will need to be approved by the District Council as local planning authority.
(b) Provision of a safe and suitable linked vehicular access will be provided from Stephenson Way, Hall Lane and Broom Leys Road.
(c) A secondary vehicular access off Torrington Avenue to serve a limited amount of development will only be allowed where it is demonstrated to the satisfaction of the highway authority to be acceptable.
(d) The provision of access by sustainable modes of transport, including footpath and cycleway links within both the proposed housing areas and within those parts designated as an Area of Separation.
(e) The provision of green infrastructure to serve a recreational and leisure function as well as tree planting and enhancements to biodiversity, particularly within those parts designated as an Area of Separation.
(f) The design and layout of the proposed housing development being designed such that there would be no adverse impact upon the operation of Coalville Rugby Club as a result of the proximity of any proposed dwellings.
(g) The design and layout taking account of any areas at risk of surface water flooding.
(h) Retention and enhancement of public rights of way O3 and O6.
(i) Incorporation of landscaping to the boundary with Stephenson Way to protect the amenity of prospective residents;
(j) The design and layout having regard to the separate identities of Coalville and Whitwick; and

(k) The provision of a site wide Infrastructure Delivery Plan, demonstrating how a phased development will support the costs of the associated infrastructure

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

## Policy H3d - West of Whitwick

5.38. Land to the West of Whitwick provides an important opportunity to bring forward a cohesive development that integrates with the settlement of Whitwick. The site is comprised multiple sites promoted through the SHLAA process (sites C48, C81, C47, C78, C77 and C86). Cumulatively, we estimate the sites could deliver around 650 homes.

5.39. The northern part of site had previously been identified as a broad location however the Council now has sufficient comfort that the site is deliverable and can therefore proceed as an allocation, collectively with site reference C48 (Land South of Church Road/North of Spring Lane). The site is greenfield although some minor land contamination may be present on the site.

5.40. As reflected in the SHELAA process, the site is comprised of multiple land-ownerships and whilst the majority of the site is controlled by a single promoter it is crucial that applications demonstrate how they will achieve a comprehensive approach to development which shows how the site can function cohesively and integrate with the existing community of Whitwick, even if development were to come forward in separate phases. The masterplan will need to achieve a high-quality design and layout that integrates well with the surrounding built and natural environments and ensures a high degree of connectivity, particularly for pedestrians and cyclists, and provides good access to facilities and sustainable forms of transport.

5.41. As part of the comprehensive approach, a coordinated approach to infrastructure is needed to ensure that if the site comes forward under separate phases within separate landownerships, these phases sufficiently contribute to shared infrastructure.

5.42. Whitwick and the wider area benefits from a range of services and facilities. This includes three primary schools, Stephenson College, public houses, recreational grounds, a range of retailing and the Whitwick and Coalville Leisure Centre. It is important that the site is sufficiently integrated with the village and provides access to its services and facilities via active travel modes, notably cycling and walking.

5.43. It is envisaged that the site will require two points of access, one to the north and one to the south. The southern access could either utilise Thornborough Road or Spring Lane and the northern access is likely to be via Talbot Lane. However, access from the southern parcel i.e.

off Spring Lane or Thornborough Road, must facilitate access to the northern parcels, situated north of Church Lane.

5.44. Whilst situated adjacent to Whitwick, the site will need to be designed to sensitively respond to the existing edge of the village and respect the amenity of existing properties. It will also need to respond appropriately to Swannington village and ensure that village remains as a distinct settlement by minimising visual coalescence, through appropriate use of landscape buffers.

5.45. The site itself features a network or trees and hedgerows, in the northern part of the site this features a prominent tree belt running from north to south connecting to woodland at the rear of Robinson Road. This belt also corresponds with the topographical lower parts of the site. Collectively these assets should be retained to form a central feature of the green and blue infrastructure network as part of a linear public open space. This will also provide additional recreational resource for existing residents and integrate with the existing PROW network.

**Policy H3d - West of Whitwick**

1) Land West of Whitwick, as shown on the Policies Map, is allocated for around 650 homes.

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

a) Demonstration of how the site can come forward comprehensively including provision of a comprehensive masterplan informed by consultation with the local community and other stakeholders which demonstrates a comprehensive approach to delivery of the site and establishes key design principles;
b) The provision of a site wide Infrastructure Delivery Plan, demonstrating how a phased development will support the costs of the associated infrastructure;
c) Provision of safe and suitable access to the local highway network, specifically from Thornborough Road, Spring Lane and Talbot Lane. No access will be allowed from Church Lane;
d) Provision of active travel routes throughout the site and connections to provide access to services and facilities within Whitwick Village and the wider area;
e) Provision of a bus link;
f) Retention and enhancement as far as possible of the existing public rights of way N34, N36, N43, O12, O13, O14 and O15;
g) Protection and enhancement of the existing network of trees and hedgerows including retention of an area of woodland to the rear of properties on Robinson Road in a manner that does not have a negative impact upon the living conditions of future occupants (e.g. overshadowing);
h) Creation of a cohesive, linear Green and Blue Infrastructure network that is publicly accessible and incorporates the existing trees and hedgerows and, works with the topography of the site;;

i) The submission of evidence which demonstrates that land stability and contamination will not prohibit development;
j) Provision of a Mineral Assessment for at or near surface coal; and
k) A comprehensive landscaping scheme, particularly along the north eastern and south western boundaries of the site, to help mitigate the visual impacts of development and to enhance the visual separation to Swannington.

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

## Policy H3e - Land at Lily Bank, Thringstone (C74)

5.46. Due to the presence of a watercourse crossing the north-western corner, this part of the site is within Flood Zones 2, 3a and 3b and built development will not be appropriate in this location.

5.47. A public footpath (N5) runs within and along the eastern boundary of the site. As part of this development a link from the site to this footpath should be provided. This will enable a direct walking route to Thringstone via Henson's Lane and nearby public transport via Griffin Road.

**Policy H3e - Land at Lily Bank, Thringstone (C74)**

(1) Land at Lily Bank, Thringstone, as shown on the Policies Map, is allocated for around 64 homes.

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

(a) Provision of a safe and suitable access from Lily Bank or via the existing development to the east (Griffin Road). Access will not be allowed from the A512 (Ashby Road);
(b) Retention and enhancement of the existing public right of way N4;
(c) Provision of a direct pedestrian link to public right of way N5 which runs within the eastern part of the site;
(d)
(e) Housing development will only be allowed in Flood Zone 1 and
(f) Provision of an appropriate buffer, comprising natural vegetation, to the stream on the north-western boundary.

## Policy H3f - Land south of The Green, Donington le Heath (C90)

5.48. The site falls within the Neighbourhood Area covered by Hugglescote and Donington le Heath Neighbourhood Plan. The Hugglescote and Donington le Heath Neighbourhood Plan was made in 2021.

5.49. The site adjoins a relatively new housing development to the east. A pedestrian link should be provided to this development in order to provide a more direct walking route to Station Road and its bus services to Coalville, Ellistown and Ibstock.

5.50. The National Forest Way crosses the site, providing a connection to the wider countryside to the south. The route should remain traffic-free with its character reflecting its status as a long-distance recreational footpath. Suitable landscaping and surface materials should be delivered in consultation with the National Forest Company.

**Policy H3f - Land South of The Green, Donington le Heath (C90)**

(1) Land south The Green and Richmond Road Donington le Heath (xxx), as shown on the Policies Map , is allocated for around 62 homes.

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

(a) Provision of a safe and suitable access from Richmond Road;
(b) Provision of pedestrian links to Richmond Road and to Perkins Close; and
(c) Retention and enhancement of the National Forest Way (N62) with a landscaped buffer which incorporates National Forest tree planting.

## Policy H3g - Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)

5.51. An existing footpath, outside of the site boundary, runs to the north-west. As part of this development, a pedestrian access point and link should be provided between the site and the footpath. This would provide, for future residents, a direct walking route to the Hermitage Recreation Ground and surrounds. Some minor land contamination may be present on site in light of its previous use. It will need to be demonstrated that any land contamination issues can be mitigated.

**Policy H3g - Former Hermitage Leisure Centre, Silver Street, Whitwick (C92)**

(1) Former Hermitage Leisure Centre, Silver Street, Whitwick, as shown on the Policies Map, is allocated for around 32 homes.

(a)

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

(a) Provision of a safe and suitable access from Silver Street; and
(b) Provision of a pedestrian link to the existing footpath to the north-west of the site;
(c) The submission of evidence which demonstrates that land contamination will not prohibit development.

## Policy H3h - Land at Wash Lane and Coalville Lane (R17)

5.52. Whilst this site is in Ravenstone Parish, it is an extension to the Coalville Urban Area. It comprises agricultural land on the northern half with a combination of industrial buildings, hardstanding and residential property on the southern half. An existing vehicular access from Wash Lane serves the development on the southern part of the site.

5.53. In April 2026, outline planning permission was granted for up 105 dwellings on the northern, agricultural part of the site (21/00494/OUTM). A new vehicular access to the north of the existing access was approved as part of the application.

5.54. Whilst the site is likely to be delivered in phases through separate planning applications, the Council expects the allocation to come forward as a comprehensive development rather than as separate schemes. To ensure good connectivity, appropriate access between the different phases must be provided.

**Policy H3h - Land at Wash Lane and Coalville Lane (R17)**

(1) Land at Wash Lane and Coalville Lane, as shown on the Policies Map, is allocated for around 153 homes.

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

(a) Demonstration of how the site can come forward comprehensively including provision of a comprehensive masterplan which demonstrates a comprehensive approach to delivery of the site;
(b) Provision of a safe and suitable access from Wash Lane;
(c)
(d) Provision of a pedestrian link from the junction of Coalville Lane and Wash Lane up to Larch Drive to enable pedestrian connectivity to the surrounding area;

(e) Submission of evidence which demonstrates that contamination will not prohibit future development; and
(f) The retention and enhancement of the woodland copse adjoining Wash Lane.;

## Key Service Centres

## Ashby de la Zouch

5.55. Three sites are allocated for housing Ashby de la Zouch. All three are in the River Mease Special Area of Conservation (Policy En2) and the National Forest (Policy En3). The housing allocation sites are also located in the Ashby Neighbourhood Plan Area. The Ashby Neighbourhood Plan Review (2025) forms part of the development plan and, alongside the Local Plan, will be used to determine planning applications in the Neighbourhood Plan Area.

## Policy H3i - Money Hill, Ashby de la Zouch (A5)

5.56. Money Hill was allocated for around 2,050 homes and up to 16ha of employment land in the 2011 to 2031 Local Plan. As at 1 April 2026, 833 dwellings have either been built or have planning permission. The remainder of the site is allocated in Policy H3i for around 1,200 dwellings and around 16ha of employment land.

5.57. One of the policy requirements of the 2011 to 2031 Local Plan was the provision of a comprehensive masterplan, prepared in consultation with stakeholders, to be agreed in writing with the Council. The Money Hill Masterplan, which illustrates how the site could come forward, was subsequently approved by the Council in December 2019. The masterplan includes the following:

- Four points of access on to the local highways network (two on to the A511, Smisby Road and Nottingham Road);
- The road network and the identification of primary adopted streets;
- A central area of public open space linked by a network of green corridors and pedestrian / cycle connections;
- The location of residential development and two parcels of employment land;
- Existing trees and proposed planting the new areas of block planting along the A511 and around the proposed employment areas; and
- The location of other facilities including extra care housing, a primary school, mixed use development and a car park.

5.58. The development of Money Hill should be in general accordance with this masterplan; this is essential because the site is in multiple ownerships and will come forward via several planning applications. In addition, a coordinated approach to infrastructure is needed to ensure that the different phases sufficiently contribute to shared infrastructure.

5.59. Three of the access points on to the local highway network (A511, Smisby Road and Nottingham Road) have already been constructed as part of the wider development. H3i

should link into the approved road layout and these three access points in a legible, logical manner. The fourth access point, off the A511/Smisby Road roundabout, should be constructed as part of H3i.

5.60. To encourage walking and cycling towards the town centre, active travel routes should be incorporated into this development and should be direct and legible. It is expected that the existing public right of way (O80) in the northern part of the site will be incorporated into the site's active travel network.

**Policy H3i - Money Hill, Ashby-de-la-Zouch (A5)**

(1) Money Hill, as shown on the Policies Map, is allocated for around 1,200 homes, around 16ha of employment land (offices, industry and warehousing) and a permanent site for Gypsies and Travellers of at least six pitches (or alternative off-site provision where pitches cannot be provided onsite).

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

(a) General accordance with the Money Hill masterplan, approved by the Council in December 2019.
(b) A site wide Infrastructure Delivery Plan, demonstrating how a phased development will support the costs of the associated infrastructure, will be submitted as part of any planning application;
(c) Provision of a safe and suitable access on to the A511/Smisby Road roundabout, as shown on the approved Money Hill masterplan.
(d) An road layout which connects to the adjacent residential development and the existing access points on to the A511 , Smisby Road and Nottingham Road;
(e) Provision of active travel pedestrian and cycle routes through the site providing connections to the adjacent committed development and to Ashby town centre, adjacent employment areas and the wider countryside;
(f) Provision for a bus link through the site;
(g) Retention and enhancement of the onsite public right of way (O80);
(h) Provision of a Mineral Assessment for at or near surface coal;

## Policy H3j - Land off Rushey Close, Ashby de la Zouch (A27)

5.61. Land off Rushey Close is an extension of the recently constructed Ashtree Gardens development. As part of that development, this site was originally earmarked for National Forest planting. That planting was provided in an alternative location, meaning H3j is now available for residential development.

5.62. An existing public right of way (P5) runs within the site's south-western boundary and provides a traffic-free link to a children's play area and bus stop on Bishop Hall Road. To the north-west, the footpath provides recreational routes to Prestop Park Wood and Blackfordby. As part of this development, the public right of way should be retained on its existing route

and reflect the character of the footpath between the site and Bishop Hall Road; by providing a surfaced, traffic-free route within a landscaped buffer.

5.63. The site rises towards the north-east. To minimise the visual impact of the development from Rushey Close and Bishop Hall Road, land on the highest part of the site should be retained as public open space. There is also the opportunity to provide National Forest planting on this part of the site.

**Policy H3j - Land off Rushey Close, Ashby-de-la-Zouch (A27)**

(1) Land off Rushey Close, as shown on the Policies Map, is allocated for around 60 homes.:

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

(a) Provision of a safe and suitable access from Rushey Close;
(b) Retention and enhancement of the onsite public right of way, within a landscaped buffer (P5); and
(c) Provision of public open space on the higher ground in the north-east of the site.

## Policy H3k - Land adjacent to 194 Burton Road, Ashby de la Zouch (A31)

5.64. Land adjacent to 194 Burton Road sits to the north of properties on Burton Road and adjoins the recently constructed Ashby Gardens development.

5.65. The site is in close proximity to local facilities on School Lane, including Ashby Hastings Primary School, a children's play area and public open space, a GP, pharmacy and convenience store.

5.66. A public right of way (O76) crosses the site from east to west. Importantly, it provides the future residents of this site with a safe and direct walking route towards the facilities on School Lane that avoids Burton Road. The footpath through Ashby Gardens sits within a landscaped buffer and is traffic-free. This character must be continued through H3k.

5.67. The site sits above existing properties on Burton Road. The applicants must demonstrate how the visual impact on these properties has been minimised. The effects of the development on privacy and light will be important considerations. The Council supports the provision of bungalows as a potential way of satisfying part (2)(c) of the policy. The development should also include a high-quality landscaping scheme in the southern part of the site to help soften the visual impact of the development.

**Policy H3k - Land adjacent to 194 Burton Road, Ashby-de-la-Zouch (A31)**

(1) Land adjacent to 194 Burton Road, Ashby-de-la-Zouch, as shown on the Policies Map, is allocated for around 30 homes.

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

(a) Provision of a safe and suitable access from Burton Road;
(b) Retention and enhancement of the onsite public right of way (O76) which connects to and reflects the character of the footpath on the adjacent Ashby Gardens development;;
(c) An appropriate design which respects the amenity and mitigates the visual impact of the development upon residential properties on Burton Road;
(d) Provision of a high-quality landscaping scheme in the southern part of the site;
(e) A Minerals Assessment for at or near surface coal.

## Castle Donington

5.68. One site is allocated for housing in Castle Donington. The site is a large extension on the western side of Castle Donington and comprises two sites submitted to the Council (SHELAA references CD10 and CD9).

5.69. However, as a result of allocating CD10, CD9 was included within the Limits to Development for Castle Donington. In order to ensure a comprehensive development, CD9 has been incorporated into the West of Castle Donington allocation.

## Policy H3l - West of Castle Donington

5.70. West of Castle Donington is located to the west of the Castle Donington bypass and comprises land to the north and south of Park Lane.

5.71. A mix of uses, including a new primary school and a local centre are required to make the site more sustainable. In addition, the site should be served by a bus service and a suitable crossing over the bypass should be provided to encourage walking.

5.72. The development should provide two hectares of land for a primary school. Whilst a one form entry school is required to accommodate housing growth up to 2042, the provision of a two hectare site will enable the school to be expanded to two from entry, should this be necessary in the future.

5.73. The widening of Park Lane will be required between the bypass and the primary access. The western part of Park Lane will not be widened and its tree-line rural character, which is a strong historic feature in the landscape, will be retained. The existing character of Park Lane will be reinforced by requiring built development to be set back Park Lane to create a continuous green corridor. This corridor should be of a sufficient distance to incorporate

additional tree planting and a traffic free footpath/cycleway running parallel to Park Lane. Development should front out on to the corridor.

5.74. The main impacts of this development are expected to be on heritage assets and ecology. The planning application and comprehensive masterplan should be informed by the following designations in the vicinity:

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

5.75. The site is located in close proximity to Donington Park Circuit and East Midlands Airport. The impact of noise from these sources on future residents needs to assessed appropriate mitigation measures identified.

5.76. Development is expected to front out on to the bypass. Boundaries formed by back gardens will not be appropriate where the site is visible from the bypass.

**Policy H3l - West of Castle Donington**

(1) Land West of Castle Donington, as shown on the Policies Map, is allocated for: around 1,100 homes; a new local centre; 2ha of land to accommodate a new primary school; and a permanent site for Gypsies and Travellers of at least six pitches (or alternative off-site provision where pitches cannot be provided onsite).

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

(a) Demonstration of how the site can come forward comprehensively including provision of a comprehensive masterplan informed by consultation with the local community and other stakeholders which demonstrates a comprehensive approach to delivery of the site and establishes key design principles;
(b) A site wide Infrastructure Delivery Plan, demonstrating how a phased development will support the costs of the associated infrastructure, will be submitted as part of any planning application;
(c) Provision of safe and suitable access points from Park Lane, including the identification of the 'primary access';

(d) Widening of Park Lane between the Castle Donington bypass and the primary access;
(e) A safe and suitable pedestrian link to, and a crossing point on, the Castle Donington bypass;
(f) Provision of active travel pedestrian and cycle routes through the site;
(g) Provision for a bus link through the site;
(h) Retention and enhancement of the public right of way (L87) crossing the southern part of the site;
(i) The provision of an Ecological Management Plan to best benefit biodiversity and compliment surrounding habitats and designated ecological sites and their connectivity;
(j) A 20 metre buffer zone to Studbrook Hollow Local Wildlife Site to be developed as woodland and appropriate buffer zones to Studbrook Grassland Local Wildlife Site and Dalby's Covert Local Wildlife Site.
(k) A design that maximises the enhancement of heritage assets in the vicinity, including, but not limited to: (i) Built development set back from and reinforcement of landscaping along Park Lane; (ii) New trees and hedgerows along the southern boundary of the site to reduce the impact on Grade II* listed Donington Hall; (iii) Any development on the southern part of the site should be low density and no higher than two storeys; (iv) Development adjacent to Home Farm should be of an appropriate height, scale and density to minimise visual impact; (v) The incorporation of key views towards the spire of the Church of St Edward Kind and Martyr.
(l) Provision of a noise impact assessment and the incorporation of appropriate measures to mitigate the impact of noise associated with Donington Park Circuit and East Midlands Airport; and
(m) Frontage development on to Park Lane and where the site is visible from the Castle Donington bypass.

## Local Service Centres

## Ibstock

5.77. Two sites are allocated for housing in Ibstock. Both are located in the National Forest (Policy En3).

## Policy H3m - Land off Leicester Road, Ibstock (Ib18)

5.78. Land off Leicester Road is a northern extension to Ibstock, although a small part of the site extends into the Parish of Hugglescote and Donington le Heath, where the Neighbourhood Plan (2021) forms part of the development plan.

5.79. In addition to housing, this site is expected to provide two hectares of land for a primary school. Whilst a one form entry school is required to accommodate housing growth up to

2042, the provision of a two hectare site means that, if required in the future, the school could be expanded to a two form entry school.

5.80. Two access points are required to accommodate the scale of development. A link road connecting Leicester Road with the A447 must be designed to the satisfaction of the local highways authority.

5.81. The National Forest Way crosses the northern part of the site, providing a connection to the wider countryside to the north-east and Sence Valley Forest Park to the west. The route should remain traffic-free with its character reflecting its status as a long-distance recreational footpath. Suitable landscaping and surface materials should be delivered in consultation with the National Forest Company.

**Policy H3m - Land off Leicester Road, Ibstock (Ib18)**

(1) Land off Leicester Road, Ibstock, as shown on the Policies Map, is allocated for around 450 homes and 2ha of land to accommodate a new primary school.

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

(a) Provision of a safe and suitable primary access from Leicester Road;
(b) Provision of a safe and suitable secondary access from the A447;
(c) Provision of a link road between the primary and secondary accesses, of a design deemed acceptable by the local highways authority;
(d) Provision of active travel pedestrian and cycle routes through the site;
(e) Retention and enhancement of the National Forest Way within a landscaped buffer which incorporates National Forest tree planting;
(f) Retention and enhancement of the onsite public right of way (Q93) between Frances Way and the National Forest Way;
(g) Provision of a high-quality landscaping scheme on the northern boundary to help mitigate the visual impacts of development; and
(h) Provision of a Mineral Assessment for at or near surface coal, brick clay and sand and gravel.

## Policy H3n - Land rear of 111a High Street, Ibstock (Ib20)

5.82. The site adjoins the Ibstock Conservation Area along its northern and western boundaries and lies adjacent to the curtilage of 119 and 121 High Street, which are Grade II listed buildings.

5.83. Access is likely to be taken from High Street and would require the removal of a brick wall in the Conservation Area. The Council's preference is that the bricks are reused as part of the new access, or where this is not feasible (for example the condition of the bricks are unsuitable) that the wall is recreated as part of the access design.

5.84. Any harm to the Conservation Area must be balanced against the benefits of a High Street access, which would provide the most direct pedestrian route to nearby shops and services.

5.85. A small part of the site is located in Flood Zones 2 and 3 as a result of the stream adjoining the southern boundary. Housing development should only take place in Flood Zone 1.

**Policy H3n - Land rear of 111a High Street, Ibstock (Ib20)**

(1) Land rear of 111a High Street, Ibstock, as shown on the Policies Map, is allocated for around 46 homes.

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

(a) Provision of a safe and suitable access which, as far as possible, avoids or minimises harm to the Ibstock Conservation Area and other designated heritage assets;
(b) Housing development will only be allowed in Flood Zone 1; and
(c) Provision of a Minerals Assessment for sand and gravel.

## Kegworth

5.86. One site is allocated for development in Kegworth. Additional housing on the western side of the settlement, previously constrained by the now-cancelled eastern leg of HS2, is also expected to come forward within the plan period. These sites are identified in Policy H2: Housing Commitments (H2h and H2i).

## Policy H3o - Land south of Ashby Road, Kegworth (K12)

5.87. Land south of Ashby Road, Kegworth was identified as a reserve allocation in the 2011–2031 Local Plan. Its release was previously contingent on non-delivery of other sites in Kegworth due to HS2. Whilst the eastern leg of HS2 has now been cancelled, Land south of Ashby Road is allocated to contribute towards the district's housing requirement to 2042.

5.88. The site lies to the east of the M1 and East Midlands Airport, with the Kegworth Bypass to the south. A noise and vibration assessment will be required to assess the effects of the airport, the M1 and the Kegworth Bypass on future residents and to identify appropriate mitigation measures.

5.89. To encourage walking, provision of a footpath on the southern side of Ashby Road and/or a safe crossing to the northern side of the road must be made. In addition, the site layout should incorporate direct links to public right of way L45a in the south-eastern corner of the site as this will provide a more direct route to the village centre for some users of the site.

5.90. The East Midlands Airport Public Safety Zone (Policy Ec10) is located to the south. The southern and western boundaries of the site are defined by the Public Safety Zone rather than physical features. Structural landscaping will be required to provide defensible boundaries

and to soften the impact of built development. To achieve a higher standard of design, development should also face out on to the northern, southern and western boundaries.

**Policy H3o - South of Ashby Road, Kegworth (K12)**

(1) South of Ashby Road, Kegworth, as shown on the Policies Map, is allocated for around 140 homes.

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

(a) Provision of a safe and suitable access from Ashby Road;
(b) Footpath provision on the southern side of Ashby Road and/or provision of a crossing to the northern side of Ashby Road;
(c) Provision of a pedestrian connection to the public right of way (L45a) in the south-eastern corner of the site;
(d) Provision of a high-quality landscaping scheme on the southern and western boundaries to help mitigate the visual impacts of development;
(e) Frontage development on to Ashby Road and the southern and western boundaries;
(f) Provision of a Noise and Vibration Assessment and the incorporation of appropriate measures to mitigate the impact of noise and/or vibrations associated with East Midlands Airport and the M1 motorway.

## Measham

5.91. Two sites are allocated for housing development in Measham. Both are in the River Mease Special Area of Conservation (Policy En2) and the National Forest (Policy En3). Additional housing on the western side of the Measham, previously constrained by the now-cancelled eastern leg of HS2, is also expected to come forward within the plan period. This site is identified in Policy H2: Housing Commitments (H2j).

## Policy H3p - Land off Leicester Road/Ashby Road, Measham (M11)

5.92. Land off Leicester Road/Ashby Road was identified as a reserve allocation in the 2011–2031 Local Plan. Its release was previously contingent on non-delivery of another site in Measham due to HS2. Whilst the eastern leg of HS2 has now been cancelled, Land off Leicester Road/Ashby Road is allocated to contribute towards the district's housing requirement to 2042.

5.93. An outline planning application was submitted to the Council in 2018 (18/00498/OUTM) but has not been determined. Due to the time that has passed, the technical evidence submitted in support of the application will need to be updated to reflect current circumstances.

5.94. There are several isolated depressions / low spots within the site presenting as areas of high surface water flood risk. The proposals will need to consider how this risk will be mitigated.

5.95. A noise assessment is required given the site's proximity to the A42.

5.96. It is vital that the public right of way is retained as this will provide a more direct route for pedestrians to the local centre.

**Policy H3p - Land off Leicester Road/Ashby Road, Measham (M11)**

(1) Land off Leicester Road/Ashby Road, Measham, as shown on the Policies Map, is allocated for around 300 homes.

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

(a) Provision of safe and suitable accesses from Ashby Road and Leicester Road;
(b) Retention and enhancement of the onsite public right of way (O66);
(c) Retention and, where necessary, reinforcement of the hedgerows along the north-western boundary;
(d) A design and layout which takes account of any areas at risk of surface water flooding;
(e) Provision of a Noise Assessment and the mitigation of impacts through the design of the scheme.
(f) Provision of a Mineral Assessment for at or near surface coal.

## Policy H3q - Land off Abney Drive, Measham (M14)

5.97. A full planning application for 150 dwellings was submitted to the Council in 2018 (18/01842/FULM) but has not been determined. Due to the time that has passed, the technical evidence submitted in support of the application will need to be updated to reflect current circumstances.

5.98. Vehicular access is expected to be taken from either Abney Drive or Dennis Way. Vehicular access from Horses Lane (aside from any potential emergency access) would be not be acceptable.

5.99. A surfaced and lit public right of way (P86) crosses the site and provides a more direct pedestrian route to the village centre via Horses Lane. To encourage walking, the footpath should be retained on its existing route rather than being diverted and vehicular crossings should be kept to a minimum. A further public right of way (P87) runs along the eastern boundary. This forms part of the long-distance Ivanhoe Way. It should be incorporated into the scheme as a traffic-free, recreational path.

5.100. There is an area of tree planting within the site and a mature ash with a Tree Preservation Order and which meets Local Wildlife Criteria on the public right of way. Subject to an

assessment of their quality, existing trees should be retained. To resist the pressure to remove any trees, the layout should ensure that homes are not subject to overshadowing.

5.101. Measham Brickworks is located to the south-west of the site. A noise assessment and an odour and dust assessment are required to assess the potential impacts of the Brickworks on the development.

**Policy H3q - Land off Abney Drive, Measham (M14)**

(1) Land off Abney Drive, Measham, as shown on the Policies Map, is allocated for around 150 homes.

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

(a) Provision of a safe and suitable access in agreement with the local highways authority;
(b) Retention and enhancement of public right of way P86 with minimal vehicular access crossings;
(c) Retention and enhancement of public right of way P87;
(d) Retention of onsite trees within a layout that does not have a negative impact upon the amenity of residents (e.g. overshadowing);
(e) Provision of a Noise Assessment and the mitigation of any impacts through the design of the scheme;
(f) Provision of an Odour and Dust Assessment and the mitigation of any impacts through the design of the scheme.
(g) The provision of a Minerals Assessment for at or near surface coal and brick clay.

## Sustainable Villages

5.102. Housing allocations are proposed in the villages of Appleby Magna, Donisthorpe, Ellistown, Heather, Moira, Oakthorpe, Packington and Ravenstone.

5.103. In addition to the Local Plan site allocations, housing in the Sustainable Villages is also expected to be delivered in Blackfordby, Breedon on the Hill, Diseworth, Long Whatton and Swannington, via Neighbourhood Plan site allocations.

## Policy H3r - Land off Steeple View Lane, Appleby Magna (Ap1)

5.104. This allocation forms an extension of the development at Steeple View Lane. It provides a backdrop to the adjacent open space and is visible from Measham Road. The development will be expected to have buildings facing out onto its eastern boundary. The positioning of back gardens facing onto the adjacent open space will be unacceptable.

5.105. Whilst the majority of trees are located around the site's periphery, there is a standalone tree within the western part of the site. This should be retained and incorporated within the

development's design, preferable within public open space as a focal point. If the tree is not worthy of retention, this will need to be supported by evidence, and appropriate replacement planting will be sought.

5.106. This site is within the River Mease Special Area of Conservation (SAC) (Policy En2) and will not benefit from the Packington and Measham Sewage Treatment Works improvements to pump foul water out of the River Mease catchment. Alternative mitigation is therefore required to achieve nutrient neutrality and avoid adverse impacts on the River Mease SAC in accordance with Policy En2. Mitigation could be delivered through a bespoke scheme or via contribution to a strategic mitigation measure, including one led by the local planning authority. The Council and Trent Rivers Trust are developing a mitigation scheme in partnership. Site delivery is expected later in the plan period to allow time for mitigation to be put in place.

**Policy H3r - Land off Steeple View Lane, Appleby Magna (Ap1)**

(1) Land at Measham Road, Appleby Magna, as shown on the Policies Map, is allocated for around 37 homes.

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

(a) Provision of a safe and suitable access from Steeple View Lane;
(b) Appropriate mitigation for the River Mease SAC, in accordance with Policy En2, and agreed with Natural England;
(c) Built development facing outwards onto the eastern boundary;
(d) A design which facilitates the retention of on- site trees, or suitable replacement planting where necessary, within a layout that does not have a negative impact upon the living conditions of future occupants.

## Policy H3s - Midland Road, Ellistown (E7)

5.107. Land at Midland Road is located within the National Forest (Policy En3) and the Ellistown and Battleflat Neighbourhood Area. The Ellistown and Battleflat Neighbourhood Plan was made in 2019.

5.108. Outline planning permission was granted on 23 December 2025 for up to 75 dwellings (24/01618/OUTM). The final number of dwellings will be confirmed through a reserved matters planning application.

5.109. The National Forest Way runs within the site's western boundary, providing a connection to the wider countryside. The route should be retained and remain traffic-free with is character reflecting its status as a long-distance recreational footpath. Suitable landscaping and surface materials should be delivered in consultation with the National Forest Company. The development should provide clear pedestrian links to this route to encourage recreational

access to the countryside and National Forest Way. A footway should also be provided along the site frontage to link in with the existing footway on the western side of Midland Road.

5.110. The site is prominent on the northern edge of Ellistown and will need to be designed to sensitively respond to the existing edge of the village and to minimise impacts on the wider countryside. It will also need to respond appropriately to its relationship with Hugglescote and ensure that these two settlements remain distinctive by minimising visual coalescence, though appropriate design and use of landscape treatments including buffers.

**Policy H3s - Midland Road, Ellistown (E7)**

(1) Land at Midland Road, Ellistown, as shown on the Policies Map, is allocated for around 75 homes.

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

(a) Provision of a safe and suitable access from Midland Road;
(b) Footpath provision on the western side of Midland Road;
(c) Retention and enhancement of the National Forest Way (N62) with a landscaped buffer which incorporates National Forest tree planting;
(d) Provision of a pedestrian link to the National Forest Way (N62);
(e) Provision of a high-quality landscaping scheme to the northern and western boundaries to help mitigate the visual impacts of development;
(f) The scheme is designed to achieve effective separation, both visual and physical, between the development and Hugglescote;

## Policy H3t - Land off Gadsby Road, Heather (H3)

5.111. This site is located in the National Forest (Policy En3). It forms a logical extension to the development at Gadsby Road. Access will be from Gadsby Road and may require the removal of part of the southern boundary hedgerow. Public right of way (Q64) crosses the south-eastern corner of the site. Although access will cut across this right of the way it is expected that its entry and exit points will be retained.

**Policy H3t - Land off Gadsby Road, Heather (H3)**

(1) Land off Gadsby Road, Heather, as shown on the Policies Map, is allocated for around 32 homes.

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

(a) Provision of a safe and suitable access from Gadsby Road;
(b) Retention and enhancement of the onsite public right of way (Q64) and its access points into the south-eastern corner of the site;
(c) Provision of a Mineral Assessment for sand and gravel; and

## Policy H3u - Ashby Road, Moira (Mo8)

5.112. The site is within the River Mease Catchment (Policy En2), and the National Forest (Policy En3). It comprises agricultural buildings and some minor land contamination may be present on site in light of its existing use. It will need to be demonstrated that any land stability and/or contamination issues can be mitigated.

**Policy H3u - Land off Ashby Road, Moira (Mo8)**

(1) Land off Ashby Road Moira, as shown on the Policies Map, is allocated for around 49 homes.

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

(a) Provision of a safe and suitable access from Ashby Road;
(b) The submission of evidence which demonstrates that land stability and contamination will not prohibit development;
(c) Provision of a Minerals Assessment for at or near surface coal.

## Policy H3v – Land off Redfern Road, Oakthorpe (Oa5)

5.113. The site lies within the River Mease Special Area of Conservation (Policy En2) and the National Forest (Policy En3). It forms a logical extension of the development at Redfern Road.

5.114. A number of existing public rights of way (P71, P72 and P74) cross the site. These should be retained, although diversion may be required to accommodate the development layout. Where possible, routes should pass through open space and be segregated from estate roads. Pedestrian links should also connect to the public open space in the southern part of the site and to the wider public right of way network (P75). To minimise the visual impact of the development from the surrounding countryside the southern parcel should be retained as open space, with opportunities for landscaping and National Forest planting, Biodiversity Net Gain (BNG) and Sustainable Drainage Systems (SuDS).

5.115. The site is not served by mains gas and therefore energy infrastructure should be integrated into the schemes' design and layout. The potential risk from mine water rising should also be considered at the design stage.

**Policy H3v - Land off Redfern Road, Oakthorpe (Oa5)**

(1) Land off Redfern Road, Oakthorpe, as shown on the Policies Map, is allocated for around 47 homes.

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

(a) Provision of a safe and suitable access from Redfern Road;
(b) Retention and enhancement of the onsite public rights of way (P71, P72 & P74) and their access points into the site;
(c) Provision of a sufficient area of open space, on the southern part of the site, to include opportunities for SuDS, BNG and National Forest planting;

(d) Provision of a Flood Risk Assessment that fully considers the potential issues arising from mine water rising; and
(e) Provision of a Mineral Assessment for at or near surface coal.

## Policy H3w – Land off Century Drive, Packington (P4)

5.116. This site lies within the River Mease Special Area of Conservation (Policy En2) and the National Forest (Policy En3). It forms a logical extension of Century Drive, with vehicular access from that road. The design and road layout should enable access to the adjoining housing allocation at 'Land west of Redburrow Lane' (P7).

5.117. The site is located at the edge of Packington and will need to be designed to sensitively respond to its edge of settlement location. To minimise the visual impact of the development from the surrounding countryside and public rights of way, existing boundary landscaping on the southwest boundary should be retained.

**Policy H3w - Land off Century Drive, Packington (P4)**

(1) Land off Century Drive , Packington, as shown on the Policies Map, is allocated for around 10 homes:

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

(a) Provision of a safe and suitable access from Century Drive;
(b) A satisfactory layout which facilitates the provision of a safe and suitable vehicular access to serve Land west of Redburrow Lane, Packington (H3x)
(c) Retention of landscaping along the southwest site boundary to help mitigate the visual impacts of development; and
(d) Provision of a Mineral Assessment for coal

## Policy H3x - Land west of Redburrow Lane, Packington (P7)

5.118. This site lies within the River Mease Special Area of Conservation (Policy En2) and the National Forest (Policy En3). The local highway authority has raised safety concerns regarding access from Normanton Road. Therefore, access should be through the adjoining 'Land at Century Drive' allocation (P4). Century Drive is of an appropriate width and standard and can be extended as necessary to safely accommodate the combined level of development across these two allocations.

5.119. Whilst Redburrow Lane provides a clearly defined boundary to the east, the site lies at the edge of the village and development will need to be designed to sensitively respond to the character of the village in this location. The proposed number of dwellings allows for landscaping, open space provision and National Forest planting, to reduce visual impacts from the surrounding countryside.

**Policy H3x - Land west of Redburrow Lane, Packington (P7)**

(1) Land west of Redburrow Lane, Packington, as shown on the Policies Map, is allocated for around 30 homes.

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

(a) Provision of a safe and suitable access via the adjoining housing allocation, Land off Century Drive, Packington (H3x); and
(b) Provision of a Mineral Assessment for sand and gravel and coal.

## Policy H3y - Land off Church Lane, Ravenstone (R9)

5.120. The site lies within the National Forest (Policy En2) and adjoins the Ravenstone Conservation Area. A public footpath (O42) runs within the southern boundary. There are views into the Conservation Area from this footpath as well as from Church Lane. Development should be designed to minimise harm to the Conservation Area. This includes the layout and appearance of the scheme, but also the retention of existing boundary trees and hedgerows. Retaining this landscaping is also important to minimise the visual impact of the development and to maintain the perceived separation between Ravenstone and the Coalville Urban Area.

**Policy H3y - Land off Church Lane, Ravenstone (R9)**

(1) Land off Church Lane, Ravenstone, as shown on the Policies Map, is allocated for around 50 homes.

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

(a) Provision of a safe and suitable access from Church Lane;
(b) Retention and enhancement of public right of way O42;
(c) A layout which, as far as possible, avoids or minimises harm to the Ravenstone Conservation Area and other designated heritage assets;
(d) Retention of existing trees and hedgerows on the site boundaries to mitigate both the visual impact of development and the impact upon the Ravenstone Conservation Area;
(e) ;
(f) Provision of a Minerals Assessment for at or near surface coal and sand and gravel.

## Policy H3z - Land off Beesley Lane, Ravenstone (R12)

5.121. The site is in the National Forest (Policy En2). It forms an extension to the recently constructed Beesley Lane development.

5.122. An odour impact assessment is required given the presence of a sewage treatment operation to the south-west of the site.

5.123. As there is a single wind turbine approximately 350m from the western boundary, a noise and wind turbine assessment is required to assess the potential impact of the turbine upon future residents.

5.124. The site comprises two parcels. The southern parcel should be kept as open space, with the opportunity to provide National Forest planting, biodiversity net gain and recreational space.

**Policy H3z - Land off Beesley Lane (R12)**

(1) Land off Beesley Lane, as shown on the Policies Map, is allocated for around 85 homes.

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

(a) Provision of a safe and suitable access from Beesley Lane;
(b) Provision of a Minerals Assessment for at or near surface coal;
(c) Provision of an odour impact assessment and the mitigation of any odour impacts on residential amenity through the design of the scheme; and
(d) Provision of a noise and wind turbine assessment and the mitigation of any impacts through the design of the scheme;
(e) Retention of the southern field as public open space.

## Housing to meet the needs of different groups

5.125. National planning policy requires local planning authorities to plan for an appropriate mix of housing types. Planning policies should reflect the need for different groups in the community, including (but not limited to) those who require affordable housing, families with children, looked-after children, older people, people with disabilities, travellers, people who rent their homes and people wishing to commission or build their own homes.

## Policy H4 – Housing Types and Mix (Strategic Policy)

5.126. In order to plan for an appropriate mix of housing, policies should reflect the size, type and tenure required to meet the needs of different groups within the community.

5.127. Evidence on housing mix is provided in the Leicester and Leicestershire Housing and Economic Needs Assessment (HENA, 2022). Following publication of the Updated Housing Distribution Paper in 2025, the Leicester and Leicestershire authorities prepared an Updated Housing Mix Evidence paper (UHME, 2026). This provides updated evidence on the need for different sizes and types of home, including housing for older people and those with disabilities.

5.128. A mix of housing types and sizes will be required on all developments. On major schemes, the starting point for determining mix will be the Updated Housing Mix Evidence Paper. Any deviation from the percentages in Part (2) of the policy must be justified by the applicant in accordance with the criteria in Parts (2)(a) and/or (2)(b). Where the Updated Housing Mix Evidence Paper is superseded during the plan period, the most up-to-date Council evidence will be used as the basis for determining housing mix.

5.129. In recent years, a small number of proposals for 100% affordable housing schemes have been submitted to the Council. Such schemes can make an important contribution to overall affordable housing supply. Such schemes should provide an appropriate mix of dwelling sizes in line with Part (2) of the policy as well as a diversity of tenures and dwelling types, informed by the latest available evidence, including input from the Council's housing team. Material considerations will include the existing tenure mix in the local area or the need for specialist forms of affordable housing. Part (3) does not apply to Rural Exceptions Sites, which will be determined in accordance with Policy H6.

5.130. Where specialist housing suitable for older people or those with disabilities is proposed, location is critical. Development must be in locations that accord with the criteria in Part (4) of the policy, thereby ensuring that residents do not feel isolated from the local community and have the opportunity to access local facilities and services with ease. Locations that are reliant on the private car, are served by unsafe or challenging walking and wheeling routes or infrequent public transport will not be acceptable. Such development is therefore more likely to be appropriate in the Principal Town, Key Service Centres and Local Service Centres.

**Policy H4 –Housing Types and Mix (Strategic Policy)**

(1) To achieve mixed, balanced communities and to address the changing needs of households over time, planning applications for residential and mixed-use schemes should provide a mix of housing types and sizes.

(2) For all new residential development of 10 or more dwellings, the starting point for housing mix will be the Leicester and Leicestershire Housing Mix Update Paper (2026):

| | 1-bed | 2-bed | 3-bed | 4+bed |
|---|---|---|---|---|
| Market | 0-5% | 25-30% | 45-50% | 20-25% |
| Affordable home ownership | 10-15% | 40-45% | 35-40% | 5-10% |
| Affordable housing (general needs rented) | 30-35% | 35-40% | 15-20% | 10-15% |
| Affordable housing (rented) – older people | 45-55% | 45-55% | | |

(a) For market housing, any deviation from the figures in the Housing Mix Update Paper must be justified with reference to whichever of the following are relevant:

(i) character and context of the application site;
(ii) local stock profile and dwellings which have been permitted/built;
(iii) the nature of the scheme (e.g. flats, conversion of an existing building).

(b) For affordable housing, any deviation from the figures in the Housing Mix Update Paper must be justified with reference to whichever of the following are relevant:

(i) character and context of the application site;
(ii) local stock profile and dwellings which have been permitted/built;
(iii) the nature of the scheme (e.g. flats, conversion of an existing building).
(iv) the Housing Register;
(v) up to date local housing needs information;
(vi) the Registered Provider's requirements.

(3) 100% affordable housing schemes should provide a mix of tenures and dwelling types which reflects with the latest evidence of affordable housing needs in the district.

(4) Developments which include specialist housing suitable for older people and those with disabilities will be supported where they are:

(a) Located in close proximity to local shops, amenities and healthcare facilities;
(b) Accessible by a frequent public transport route; and
(c) Accessible by safe, legible walking, wheeling and cycling routes that avoid steep gradients.

(5) The provision of bungalows and other single level housing in housing developments will be supported.

## Policy H5 – Affordable Housing (Strategic Policy)

### Amount of affordable housing

5.131. The on-going need for affordable housing in the district is measured in the Housing and Economic Needs Assessment 2022 (HENA) and also in the Local Housing Needs Assessment (LHNA). The HENA concludes there is a need for up to 382 affordable homes of all tenures per year and the equivalent figure in the LHNA is 387 affordable homes. In both cases this amounts to around 55% of the overall annual housing requirement.

5.132. These figures do not constitute a requirement that the Plan must achieve and the actual amount of affordable housing delivered through the planning process will be less than this. The affordable housing percentage in Policy H5 has been informed by the whole plan viability assessment. To support the re-use of brownfield land, the NPPF directs that where vacant buildings are being reused or redeveloped, the affordable housing contribution should be reduced by a proportionate amount equivalent to the gross floorspace of the existing buildings.

5.133. [add explanation of % including brownfield following the viability assessment]

### Tenure

5.134. The NPPF glossary explains and defines the different affordable housing tenures. Affordable housing for rent is best suited for those with acute needs with few alternative housing options with Social Rent being the best option for households in the most pressing housing need. The aspiration for home ownership is also supported through the planning system through tenures such as shared ownership and discount market homes.

5.135. The level of need for affordable home ownership has been difficult to quantify, particularly as a proportion of private homes which come up for sale on the open market are relatively more affordable. Whether an individual household opts for a market home or for an affordable ownership option will be based on diverse and personal considerations. Subject to these uncertainties, the LHNA estimates that there could be a need (or demand) for up to 197

affordable home ownership homes each year (2020-39) and the HENA suggests a figure of some 146 per year. In both cases, the figures are maximum levels; the need for affordable rent is likely to exceed that for affordable home ownership.

5.136. [add explanation of tenure mix following the viability assessment]

5.137. Delivery of Affordable Housing The NPPF (paragraph 64) expects that affordable housing will be delivered on-site and any departure from this approach must be "robustly justified". There may be limited situations where it can be agreed that a site is physically unsuitable for affordable housing. As part of a planning application, a convincing explanation will be required that demonstrates that the constraints identified cannot not be addressed.

5.138. Where a planning application proposes a lower proportion of affordable housing than Policy H5 requires, the applicant will need to evidence via a viability assessment why the full requirement cannot be achieved. Such an assessment should actively consider measures to improve affordable housing delivery, such as;

a) an alternative tenure mix;
b) a different mix of property sizes;
c) changes to the delivery timescale for the affordable units

5.139. There can be instances where there is no Registered Provider interest in taking on the affordable homes secured on a site through a planning application. Occasionally Registered Providers do not have capacity in their Business Plans to offer to acquire the units on an individual site. In these circumstances, the developer should inform the Council of this in writing and provide the following information:

a) the marketing strategy used to dispose of the affordable housing including copies of all marketing material and details of the length of time the affordable housing was marketed;
b) a copy of any offer letter and pack on which the Registered Provider was asked to offer; and
c) a copy of all the responses received to the marketing offer letter

5.140. If the Council is not satisfied with the information submitted, options include:

a) requesting additional information;
b) extending the timescales for the developer and Registered Provider negotiations; and/or
c) renegotiating the tenure split in the s106 agreement to reflect any Registered Provider's offer(s) to date.

5.141. There has been recent interest in Build to Rent schemes in the district which are purpose-built housing for let to tenants. 20% is the default level of affordable private rent homes to be provided (and maintained in perpetuity) as part of such schemes. As these are new build homes, rents are likely to be at a premium with the consequence that units offered at an affordable for rent (less than 80% of market rent) will still be out of reach for many in housing need. To address this, it is expected that the affordable housing requirement to be met through social rented units and/or affordable for rent tied to local housing allowance levels

and to be developed as a discreet element within the development with management through a Registered Provider.

5.142. The affordable housing should be integrated within the design and layout of a scheme such that they are externally indistinguishable from the market housing. Generally speaking, Registered Providers do not favour the 'pepper-potting' of units as this can make property management difficult although, equally, a mixed tenure approach helps to create more integrated neighbourhoods. As a rule of thumb, affordable housing units should be provided in groupings of up to eight units.

**Policy H5 – Affordable Housing (Strategic Policy)**

(1) Affordable housing will be provided on site as part of major residential (Use Class C3) and mixed-use developments as follows:
   *(a) [Percentage requirements will follow after whole-plan viability testing]*
   *(b) [Tenure mix, including minimum proportion of social rented as required by NPPF para 64, will follow after whole-plan viability testing]*

(2) Off-site provision will be accepted only where it is demonstrated that the circumstances set out in the NPPF (or its successor) are met.

(3) A lower proportion of affordable housing will only be accepted where a viability assessment, prepared in accordance with national planning policy and guidance, clearly demonstrates that the full policy requirement cannot be achieved. If the Council requires independent verification of the evidence submitted, this will be at the applicant's expense.

(4) The affordable housing should be integrated within the design and layout of the scheme such that they are externally indistinguishable from market housing on the same site.

(5) Schemes which artificially reduce the scale of development to avoid the requirement for affordable housing, for example by sub-dividing a site or by not achieving efficient use of land, will not be acceptable.

## Policy H6 – Rural Exceptions Sites

5.143. Rural Exception Sites are sites in the countryside, outside the Limits to Development, which are permitted as an exception to normal planning policies in order to meet a local affordable housing need. The approach enables the delivery of much needed affordable housing in locations where development opportunities are limited and unlikely to bring forward new affordable units through the operation of Policy H5. Many households in rural areas face

issues of housing affordability and the rural exceptions site approach addresses the need for communities to evolve and grow in a sustainable way which supports both the community and the economic stability of the village.

5.144. A Rural Exceptions Site must be justified on the basis of an identified local need for affordable housing. The applicant can best achieve this through a local housing need survey which provides an assessment of the actual and potential need for affordable housing from people living in, and connected to, the village in question. Whilst the survey should be the primary source of evidence, this can be supplemented with other information including demographic data and waiting list information.

5.145. Whatever approach is used, the applicant should ensure that the information has been gathered through meaningful engagement with the local community and provide certainty that there is a genuine local affordable housing need. If the survey identifies a need for particular house types and/or affordable tenures, the proposed scheme should reflect these as much as practically possible.

5.146. The properties on a Rural Exceptions Site must remain affordable in perpetuity and are restricted in the first instance to those who have a strong local connection to the settlement. These requirements will be secured through a Section106 legal agreement.

5.147. By their nature, rural exception sites are likely to be in locations where access to services is more constrained. In practice, assessing 'reasonable access' in criterion (1)(c) of the policy will be a matter of judgement and should take into account the types of facilities available, their importance, their proximity and whether it would be feasible for residents to reach them using sustainable modes of transport (walking, cycling and public transport).

**Policy H6 – Rural Exceptions Sites**

(1) The provision of affordable housing outside of the Limits to Development will be allowed as an exception where:

(a) the housing is demonstrated to meet an identified local need for affordable housing; and
(b) the development is well-related to and respects the character and scale of the settlement and its landscape setting; and
(c) the occupants will have reasonable access to community services and facilities, where appropriate.

(2) Planning permission for a Rural Exception Site will be subject to a Section 106 legal agreement, to ensure that all initial and subsequent occupiers of the affordable dwellings will:

(a) be local people in housing need; and

(b) benefit from the status of the dwellings as affordable housing in perpetuity.

(3) The inclusion of market housing on a Rural Exception Site will be supported where:

(a) it is demonstrated that there is insufficient subsidy for the scheme to go ahead without the inclusion of market housing; and
(b) it can be demonstrated through detailed financial appraisal that the scale of the market housing component is the minimum necessary for the successful delivery of the development; and
(c) the majority of the homes provided are affordable.

## Policy H7 – Self-build and Custom Housebuilding

5.148. National planning policy requires the needs of those wishing to commission or build their own homes to be assessed and reflected in local planning policies.

5.149. Self-build and custom housebuilding involves individuals or groups creating their own home, although the amount of personal involvement will vary. Self-build projects generally involves an individual or group directly organising the design and construction of their home whereas a custom build home would involve them working with a developer on a customised or bespoke home.

5.150. Under the Self Build and Custom Housebuilding Act 2015, local planning authorities are required to keep a register of those seeking to acquire serviced plots in their area for self and custom housebuilding. They are also under a duty to have regard to the register and grant sufficient development permissions to meet the identified demand. There is no obligation to directly match permissioned land to individuals or groups on the register.

5.151. The Council's evidence shows that demand for self-build and custom housebuilding plots in North West Leicestershire outweighs provision. Policy H6 provides a strategy to address the shortage of plots whilst not undermining other aspects of the Local Plan. The Council will support the delivery of self-build and custom housebuilding in the district's most sustainable locations.

5.152. Developments of 30 dwellings or more are expected to deliver 5% of dwellings as serviced self-build and custom housebuilding plots. Serviced plots are expected to have, or be capable of having within a specified period, access to a public highway and connection to electricity, water and wastewater. A gas connection is also expected, where a network is present and a connection is viable. These developments will also require a Section 106 agreement addressing the timing, phasing and marketing of plots. Marketing must be proactive, with regard to those on the Council's self-build register. The Council will adopt a flexible approach to plots which remain unsold for a specified period and allow plots to revert to open market housing to avoid sites remaining undeveloped.

5.153. Self-build and custom housebuilding will be supported in the countryside where all the criteria in part (3) has been satisfied. Demand will be primarily established by the number of entries on the Council's register at the point of determination, although could be supported by additional data from secondary sources.

5.154. Sites must also be within a reasonable walking or cycling distance to a range of local services and facilities, having regard to the Chartered Institute of Highways and Transportation's (CIHT) acceptable and preferred maximum walking distances, as well as the safety and convenience of the route. The Council will consider factors such as footpath provision, street lighting and terrain.

5.155. To ensure plots are used for their intended purpose, the initial occupancy will be secured through a Section 106 agreement requiring the first occupier to meet the legal definition of a self-build or custom housebuilder. The Section 106 agreement will also restrict the sale of the property to anyone other than the owner or their family for a limited period (usually three years).

5.156. As proposals for self-build and custom housebuilding are designed to meet the demands of individuals looking to build their own homes, they are not required to comply with Policy H4 – Housing Types and Mix. Policy H5 applies to major developments only meaning that the majority of custom and self-build proposals in the district are unlikely to trigger a requirement for affordable housing. If a scheme does come forward for 10 or more self or custom-built homes, its compliance with Policy H5 will need to be considered.

**Policy H7 – Self-build and Custom Housebuilding**

(1) The Council will support proposals for self-build and custom housebuilding where the proposed development:

(a) Is located within the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; or
(b) Is located on land which meets the definition of previously developed land; or
(c) Accords with Policy S3 or Policy S5 of this Local Plan.

(2) On general market housing sites of 30 or more:

(1) The Council will require the delivery of a minimum of 5% of the site's capacity as serviced plots for self-build and custom housebuilding. On these sites, developers will be required to enter into a legal agreement to facilitate the delivery of serviced plots with access to a public highway and utility services. A lower proportion of self-build and custom house build plots will only be accepted where a viability assessment clearly demonstrates that the full policy requirement cannot be achieved.

(2) Where a plot has been made available and appropriately marketed for a period of at least 12 months (or an alternative timescale agreed with the Council subject to specific site delivery timescales) in accordance with an agreed Marketing Strategy, and has not been sold, then the plots may either remain available for purchase on the open market or be built out by the developer for sale on the open market. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.

(3) Outside of proposals which accord with Policy S3 or Policy S5 of this Local Plan, the Council will only support proposals for self-build and custom house building in the countryside, where:
   (a) The application is supported by clear evidence of demand for self-build and custom house build plots, as evidenced by the most up-to-date Self and Custom Build Register; and
   (b) The site adjoins the Limits to Development, as defined on the Policies Map, for the Principal Town, Key Service Centres, Local Service Centres or Sustainable Villages; and
   (c) The size of the development is reflective of its location and setting and is of a scale and character that is proportionate to the settlement at which it is located; and
   (d) The site is within a reasonable walking distance to a good bus service route; and
   (e) The site is within a reasonable walking or cycling distance to a range of local services and facilities.

(4) All planning permissions for a self-build and custom house building plot will be subject to a Section 106 legal agreement to ensure that the initial occupier(s) of the dwelling(s) fall within the legal definition of self-build and custom housebuilding as defined by the Self-Build and Custom Housebuilding Act 2015 (or any subsequent government update).

## Policy H8 – Houses in Multiple Occupation in Kegworth

5.157. A House in Multiple Occupation (HMO) is a property with shared facilities, such as kitchen and bathroom, occupied by three or more unrelated individuals. There are two relevant planning use classes for HMOs. Use Class C4 covers small HMOs occupied by 3 to 6 unrelated people, while HMOs occupied by more than six unrelated people are classified as Sui Generis. A change of use from a house to a large HMO requires planning permission whereas a change to a small HMO does not usually require planning permission.

5.158. HMOs form a part of the district's housing supply and contribute to housing choice by providing more affordable form of rented accommodation. They can meet the needs of people on low-incomes, young professionals, students and those on short-term work contracts. However, a high concentration of HMOs can give rise to negative impacts, including harm to residential amenity, highway safety concerns, and an imbalance in the local community due to an increase in the transient population.

5.159. Kegworth has the highest concentration of HMOs in the district, largely due to its proximity to Sutton Bonington Campus of the University of Nottingham and labour demands linked to East Midlands Airport and East Midlands Gateway. In response to local concerns arising from this concentration of HMOs, the Council introduced an Article 4 direction in February 2021 removing permitted development for the change of use from a dwellinghouse to a small HMO. As a result, planning permission is required in Kegworth for both small and large HMOs. Full details of the Article 4 direction are available on the Council's website.

5.160. This policy does not seek to prevent HMOs coming forward in Kegworth, but seeks to avoid harmful concentrations, protect amenity and provide a suitable standard of accommodation.

5.161. A single threshold has been set at 10% of the properties being HMOs within a 100m radius. This is considered to represent a reasonable and balanced approach, taking account of the HMO profile in Kegworth and established best practice. The 100m radius provides a consistent method for assessment and reflects the scale of an immediate local neighbourhood. For the purpose of assessing applications for HMOS, the following will apply.

5.162. Residential properties will be identified as follows:

- The residential properties are those located within 100m of the application site (measured from the centre of the application building.)
- Any part of a residential property that falls within the 100m radius is included.
- Dwelling houses and HMOs that are located within blocks of flats or subdivided properties are counted as one property.

5.163. HMOs are identified from the following sources[7]:

- Properties with HMO licences;
- Properties with C4 (small HMO) or Sui Generis HMO (large HMO) planning consent
- Properties with Certificate of Lawful Development for HMO use
- Declared HMOs recorded in response to the Kegworth Article 4 Direction
- Council tax records – student exemptions for council tax where the property has been converted from a house to HMO use and is occupied fully by students.

5.164. While the HMO sources listed above represent the most reliable method for identifying the number and locations of HMOs in an area, it is acknowledged that this approach may not identify all HMOs. Some HMOs may be unknown to the Council, particularly if they did not need planning permission or do not require mandatory licensing. Further investigation may therefore be required as part of the planning application process in response to new or updated information about the presence of HMOs in the locality.

5.165. The concentration of HMOs around the application site is calculated as a percentage, based on the total estimated number of existing HMO units compared with the total number of residential properties. The 10% concentration level will be calculated using data sources available during the planning application determination period.

[7] Site specific information from a number of the sources, including Council Tax and HMO declaration data, cannot be made public within the context of the Data Protection Act 2018.

5.166. Preventing the sandwiching of a dwelling between two HMOs seeks to avoid unacceptable harm to residential amenity arising from the increased intensity of use associated with HMOs. In assessing whether a property is sandwiched, account will be taken of the date sources above that exist at the point of determination. Minor interruptions in the building line, such as vehicular and pedestrian access points, will be disregarded. This provision will not apply where properties are separated by an intervening road.

5.167. HMOs are typically home to more adults than a family dwelling and therefore have the potential to increase parking demand and the pressure on on-street parking. This can result in traffic congestion, obstructions and difficulties for both vehicles and pedestrians. Appropriate parking provision should be made within the property curtilage, however, this should not be achieved at the expense of the street scene, for example, excessive loss of boundary treatments or the creation of large areas of hardstanding.

5.168. A high standard of amenity will be required for residents in accordance with Policy Ap2 (Amenity). In assessing the impact of a HMO on the character and amenity of an area, particular regard will be given to issues such as noise and disturbance resulting from intensified residential use, loss of privacy and overlooking from internal layouts and adverse visual impacts resulting from poor property and waste management. Development should include appropriate refuse storage, which, if adequately screened and sited away from the front of the property can help minimise the impact of an HMO on amenity.

5.169. The Council expects the proposed HMO to provide accommodation of an appropriate standard and will be subject to Nationally Described Space Standards, where appropriate and in accordance with Policy H10. Mandatory licensing sets minimum bedroom room sizes and provides guidance for shared space such as kitchens and living space. In addition, the development should provide for natural lighting to all habitable rooms and access to private communal outdoor space.

**Policy H8 – Houses in Multiple Occupation in Kegworth**

(1) Within the Parish of Kegworth we will support proposals for new (new-build or conversion) Houses in Multiple Occupation, extensions to Houses in Multiple Occupation or the increase in the occupancy of Houses in Multiple Occupation where:

(a) The existing number of Houses in Multiple Occupation do not represent 10% or more of all residential properties within 100m radius from the centre of the building to which the application relates; or
(b) the proposed development would not result in 10% or more of all the residential properties within 100m radius from the centre of the building to which the application relates being occupied as Houses in Multiple Occupation; and
(c) It would not result in a residential dwelling (C3 use) being sandwiched between two Houses in Multiple Occupation along the same side of the street; and

(d) The development is able to provide suitable off-street parking of one space per occupant that does not cause detriment to highway safety or the amenity of the area, either individually or cumulatively; and
(e) The House in Multiple Occupation would not significantly harm residential amenity and the social and physical character of the area, in particular through increased activity, noise or disturbance; and
(f) Sufficient provision is made available on site for refuse storage facilities and cycle storage facilities; and
(g) The overall size of the property is suitable for multiple occupation with adequate living space and standards for future occupants (i.e., garden/amenity space, internal space, noise, outlook, light and privacy).

## Policy H9 – Provision for Gypsies & Travellers and Travelling Showpeople (Strategic Policy)

5.170. National planning policy requires the needs of Gypsies, Travellers and Travelling Showpeople to be assessed and reflected in local planning policies. This involves undertaking an assessment of pitch and plot targets to address likely permanent and transit accommodation needs.

### Permanent Gypsy, Traveller and Travelling Showpeople accommodation

5.171. The North West Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) was published in 2022. It was reviewed and updated in 2026 to ensure that the evidence underpinning the Local Plan is proportionate, up-to-date and covers the whole plan period up to 2042.

5.172. The update confirmed the following identified need for Gypsy and Traveller pitches and Travelling Showpeople plots:

**Table x: Gypsy, Traveller and Travelling Showpeople Accommodation Need (2022-2042)**

| Type of Accommodation | Current Need | Future Need | | | |
|---|---|---|---|---|---|
| | 2022/23 to 2026/27 | 2027/28 to 2031/32 | 2032/33 to 2036/37 | 2037/38 to 2041/42 | TOTAL |
| **Gypsy and Traveller Pitches** | 15 | 6 | 6 | 4 | **31** |
| **Travelling Showpeople Plots** | 18 | 3 | 3 | 2 | **26** |

5.173. The Council's strategy for meeting these accommodation needs is set out in Part (1) of the policy. This will be achieved through a combination of a criteria-based policy to assess

applications for the extension of authorised sites and new sites and by requiring the provision of at least six pitches at four of this Plan's strategic housing allocations.

5.174. Proposals for Gypsy, Traveller and Travelling Showpeople accommodation will be assessed against the criteria in part (2) of Policy H9. Proposals for Travelling Showpeople accommodation will also need to satisfy the requirements of part (3). The government's Planning Policy for Traveller Sites (PPTS) is also a material consideration in decision making.

5.175. Sites must be within a reasonable walking or cycling distance to local services, including schools, healthcare and, having regard to the Chartered Institute of Highways and Transportation's (CIHT) acceptable and preferred maximum walking distances, as well as the safety and convenience of the route. The Council will consider factors such as footpath provision, street lighting and terrain when assessing site accessibility by walking and cycling.

5.176. It is important that the district protects and retains its existing Gypsy and Traveller and Travelling Showpeople provision, therefore where proposals would result in the loss of Gypsy and Travellers or Travelling Showpeople accommodation, the applicant should demonstrate to the Council why the site is no longer needed for those uses. Applications that would result in an increase in the need for Gypsies and Travellers or Travelling Showpeople elsewhere in the district, for example by making families on authorised sites homeless, will not be supported.

### Transit provision

5.177. Transit sites are short-stay sites (usually up to three months) for Travellers passing through an area. There are currently no public transit sites in Leicestershire, leading to unauthorised encampments across the county.

5.178. There was an average of 25 unauthorised encampments per year in North West Leicestershire between 2011 and 2025. This dropped to an average of 16 per year between 2020 and 2025. The management of unauthorised encampments across Leicestershire is undertaken by the Multi Agency Travellers Unit (MATU) in accordance with a Code of Practice for Travellers.

5.179. The Leicester City and Leicestershire Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2017) provides evidence on the need for transit accommodation in Leicester and Leicestershire. It did not provide specific transit targets for North West Leicestershire but did confirm that there was a need for 36 transit pitches in Leicestershire and the greatest need was in the north-west of the county.

5.180. The Council has been unable to identify a suitable public transit site in the district. As such, the transit needs of the Traveller community will continue to be addressed via the existing tolerated stopping approach undertaken by MATU. The Council will continue to work with other local authorities in Leicester and Leicestershire to find a solution to this issue.

**Policy H9– Provision for Gypsies, Travellers and Travelling Showpeople (Strategic Policy)**

(1) The need for Gypsies, Travellers and Travelling Showpeople will be met through the following means:
   (a) The intensification or extension of existing authorised sites, where proposals accord with Part (2) of this policy.
   (b) On housing allocations of 1,000 homes or more at the Principal Town, Key Service Centres and Isley Woodhouse New Settlement, permanent sites for Gypsies and Travellers of at least six pitches will be provided. Where pitches cannot be provided in these locations, alternative provision must be secured.
   (c) New sites where proposals accord with Part (2) of this policy.

(2) Development to meet the identified needs of Gypsies, Travellers or Travelling Showpeople will be permitted where:

   (a) The development has reasonable access to a range of services, including schools, healthcare facilities and shops, preferably by walking, cycling or public transport;
   (b) The scale of development is proportionate to the nearest settlement and its local services and infrastructure;
   (c) A safe and suitable highway access can be provided;
   (d) There is adequate space for on-site parking and the turning of vehicles;
   (e) Adequate services including water supply, power, drainage, sewage disposal, and waste disposal facilities can be provided;
   (f) There is an acceptable standard of amenity for the occupants of the site;
   (g) The development would not have an unacceptable impact on the amenity of neighbouring properties and land uses; and
   (h) The development would not involve inappropriate development in areas at risk of flooding and would not have an unacceptable environmental impact, including in relation to biodiversity, heritage assets, landscape character and water/air quality.

(3) In addition to a) to h) above, development for Travelling Showpeople Sites will be permitted where it makes adequate provision for the storage of vehicles, trailers, plant and other equipment necessary to meet the occupants' needs.

(4) Existing and new sites for Gypsies, Travellers and Travelling Showpeople will be safeguarded where there remains a specific need for this type of accommodation.

## Policy H10 – Space Standards

5.181. Providing housing with adequate internal space contributes towards a decent standard of living for occupants. Suitably sized homes can have a positive impact on people's health and

wellbeing, improve family cohesion, reduce overcrowding and provide space for solitary activities such as studying or home-working.

5.182. Local planning authorities can require new homes to accord with the government's Nationally Described Space Standard (NDSS) where a need for internal space standards is justified through the Local Plan.

**Table xx: Nationally Described Space Standard: Minimum gross internal floor areas and storage (m2) (DCLG, March 2015)**

| No. of bedrooms (b) | No. of bed spaces (persons) (p) | 1 storey dwellings (m2) | 2 storey dwellings (m2) | 3 storey dwellings (m2) | Built-in storage (m2) |
|---|---|---|---|---|---|
| 1b | 1p | 39 | | | 1.0 |
| | 2p | 50 | 58 | | 1.5 |
| 2b | 3p | 61 | 70 | | 2.0 |
| | 4p | 70 | 79 | | |
| 3b | 4p | 74 | 84 | 90 | 2.5 |
| | 5p | 86 | 93 | 99 | |
| | 6p | 95 | 102 | 108 | |
| 4b | 5p | 90 | 97 | 103 | 3.0 |
| | 6p | 99 | 106 | 112 | |
| | 7p | 108 | 115 | 121 | |
| | 8p | 117 | 124 | 130 | |
| 5b | 6p | 103 | 110 | 116 | 3.5 |
| | 7p | 112 | 119 | 125 | |
| | 8p | 121 | 128 | 134 | |
| 6b | 7p | 116 | 123 | 129 | 4.0 |
| | 8p | 125 | 132 | 138 | |

5.183. Applying the NDSS in Table xx above, new homes will be expected to provide adequate internal space and storage for the intended number of occupants. The intended number of occupants corresponds with the number of bedspaces in a home. For example, a two-bedroom home with one double bedroom and one single bedroom would provide for three occupants and a two-bedroom home with two double/twin bedrooms would provide for four occupants.

5.184. Based on evidence of household size from our housing register, together with the removal of the spare room subsidy (more commonly known as the 'bedroom tax'), all affordable rented homes will be expected to provide the following number of bed spaces:

- One bed homes must provide two bed spaces (i.e. one double room)
- Two bed homes must provide four bed spaces (i.e. two double/twin rooms)
- Three bed homes must provide at least five bed spaces (i.e. two double/twin rooms and one single room)

5.185. The NDSS will be applied to all new market and affordable housing. New housing created through a change of use, conversion or sub-division of existing buildings will also be expected to meet the NDSS, unless the applicant can demonstrate that doing so would be impractical

or inappropriate (for example, where meeting the standard would result in an unacceptable impact on a heritage asset).

5.186. Compliance with the NDSS must not be at the expense of providing adequate outdoor amenity space. Proposals will be assessed in the context of Policy AP1: Design of New Development, Policy AP2: Amenity and the Good Design Guide.

5.187. To enable the Council to check applications against the Nationally Described Space Standard, applicants are required to submit floorplans for each different house type clearly showing:

- The total gross internal area (in m2)
- The number of intended occupants (the number of bedspaces)
- The gross internal area (m2) and width (m) of every bedroom
- The total gross internal area (m2) of all built-in storage

5.188. To assist the Council's housing team in assessing affordable housing types, applicants must clearly identify which floorplans relate to affordable housing.

**Policy H10 – Internal Space Standards (*Subject to the findings of the plan-wide viability assessment)***

(1) All new housing will be required to meet or exceed the Nationally Described Space Standard (or any subsequent government update) for gross internal floor areas and storage space.
(2) The standard should also apply to housing created through conversions, subdivision or changes of use, unless it can be justified that this would be inappropriate.

## Policy H11 – Accessible, Adaptable and Wheelchair User Homes

5.189. National planning policy requires local planning authorities to address the housing needs of different groups, including older people and those with disabilities. Offering people a better choice of accessible accommodation to suit their changing needs can help them live independently for longer, feel more connected to their communities and help reduce costs to the social care and health systems.

5.190. It is mandatory for all new homes to be built in accordance with Part M4(1) of the Building Regulations. Parts M4(2) and M4(3) are optional standards with higher levels of accessibility. Local planning authorities can require new homes to be built to these optional standards, where a need can be justified and is included in an appropriate Local Plan policy.

**Table xx: Key features of Part M of the Building Regulations**

| Part M Category | Definition | Key features |
|---|---|---|
| M4(1) | Visitable dwellings | • Level access to the main entrance<br>• A flush threshold<br>• Sufficiently wide doorways and circulation space<br>• Toilet at entrance level |
| M4(2) | Accessible and adaptable dwellings | • Step-free access to the dwelling<br>• Wider doorways and corridors (typically 850mm doors, 900mm corridors)<br>• Space in bathrooms and kitchens for future adaptations<br>• Reinforced walls for grab rails<br>• Living space on the entrance level |
| M4(3)<br><br>M4(3)2a Adaptable - Can be modified later<br><br>M4(3)2b Accessible – Fully usable from day one | Wheelchair user dwellings | • Larger circulation spaces (corridors ≥1050mm, turning circles of 1500mm)<br>• Step-free access throughout<br>• Space for through-floor lifts or stairlifts<br>• Bathrooms with level-access showers and sufficient transfer space<br>• Storage/charging space for wheelchairs |

5.191. The Leicester and Leicestershire Updated Housing Mix Evidence (2026) identifies a need for accessible and adaptable homes in North West Leicestershire. Based on projected changes in the population with mobility needs (both those aged 16 to 64 and 65+ with impaired mobility), it recommends that a minimum of 40% of all new homes are built to M4(2) (accessible and adaptable) standard.

5.192. The evidence also identifies a requirement for at least 4% of new homes to meet M4(3) (wheelchair user) standards. M4(3) comprises two categories: M4(3)(2)(a) wheelchair adaptable and M4(3)(2)(b) wheelchair accessible. Wheelchair accessible standards (M4(3)(2)(b)) can only be applied to homes where local authorities are responsible for allocating or nominating occupants (i.e. affordable housing). Accordingly, the requirement for M4(3)(2)(a) will be applied to market housing and M4(3)(2)(b) to affordable housing. The Updated Housing Mix Evidence shows there is higher need for wheelchair user homes in the affordable sector (equating to around two thirds of the total requirement, compared to one third in the market sector).

5.193. Applying the requirements in Policy H11 to a development of 500 homes would result in a need for 200 homes to be built to M4(2)/accessible and adaptable standard; 7 market homes to M4(3)(2)(a)/wheelchair adaptable standard; and 14 affordable homes to M4(3)(2)(b)/wheelchair accessible standard. On a development of 1,000 homes, the

requirement would be: 400 M4(2)/accessible and adaptable homes; 14 market M4(3)(2)(a)/wheelchair adaptable homes; and 27 affordable M4(3)(2)(b)/wheelchair accessible homes. It is the Council's expectation that the requirements are rounded up to the nearest whole number.

5.194. The siting and location of accessible, adaptable and wheelchair user dwellings is an important consideration. Such dwellings should be located close to existing or proposed public transport links and walking and wheeling infrastructure. Consideration should also be given to grouping these dwellings as occupants may have supported transport and/or social care needs.

5.195. There may be circumstances where compliance with M4(2) or M4(3) standards is not feasible, for example due to site topography, vulnerability to flooding or other scenarios where prevent step-free access. In such cases, applicants will be required to demonstrate why the achievement of M4(2) and/or M4(3) standards is not possible.

**Policy H11– Accessible, Adaptable and Wheelchair User Housing (*Subject to the findings of the plan-wide viability assessment)***

(1) At least 40% of all new homes will be required to meet Building Regulations Part M4(2) (accessible and adaptable homes).

(2) On housing developments of 10 or more dwellings (or on a site of more than 0.5 hectares) at least 4% of homes will be required to meet Building Regulations Part M4(3) (wheelchair user homes). Of these:
   (a) At least one third should be provided as M4(3)(2)(a) wheelchair adaptable dwellings; and
   (b) At least two thirds should be provided as M4(3)(2)(b) wheelchair accessible dwellings. Provision of M4(3)(2)(a) dwellings in place of M4(3)(2)(b) dwellings will only be permitted where justified by the applicant and agreed with the Council's Strategic Housing Team prior to the granting of planning permission.

(3) Planning applications must be supported by clear information to demonstrate how the requirements in parts (1) and (2) have been met. Exceptions to these requirements will be considered by the Council only when the applicant has provided robust evidence that they cannot be achieved due to site-specific factors.

# 6. THE ECONOMY

## Introduction

6.1. North West Leicestershire has a strong and diverse economy. The district is located centrally between the three cities of Leicester, Derby and Nottingham and has exceptional connections to the strategic road network. The M/A42 (J11-14), the A50 (J1) and the M1 (J22-24) are all within the district. East Midlands Airport, the largest pure cargo airport in the country, and the Strategic Rail Freight Interchange at East Midlands Gateway provide access to global markets.

6.2. North West Leicestershire falls within the Greater Leicestershire Functional Economic Area (FEMA) which comprises the city of Leicester and its surrounding, wider hinterland[8]. The FEMA reflects the strong economic relationships between the city and Leicestershire and the high level of commuting 'containment'. The northern parts of our district including Castle Donington and Kegworth relate more strongly to the major conurbations of Derby and Nottingham to the north.

6.3. The logistics and distribution market has a wide geography, extending along the M1 from Milton Keynes to Nottingham/Derby and across to Birmingham. North West Leicestershire sits within the 'core Golden Triangle' comprising the broad area between Leicester, Rugby and Coventry where excellent road links mean most major population centres are within a 4½ hour drive.

6.4. The data below help describe the district's economy (TO BE UPDATED)[9]:

- At 77.6%, the economic activity rate is below that for Leicestershire (83.6%), the East Midlands (78.4%) and Great Britain (78.4%) but this masks disparity between men and women; the male economic activity rate is 88%, similar to that for county and higher than both the regional and national figures (82.2% and 82.0% respectively). The low rate of economic activity for women (68.8%) appears to be attributed to a higher proportion of women reporting that they are 'looking after family or the home' in preference to formal employment.
- Unemployment levels are quite low, and currently 3.0% of the working age population are claiming work-related benefit, below the level for the region and similar to that for Leicestershire.
- Jobs density measures the level of jobs per resident aged between 16 – 64 years. On this measure, the district performs exceptionally well with a figure of 1.09 meaning that there is in effect one job available for every resident aged 16 – 64.
- North West Leicestershire has historically been a net importer of labour. In 2015, some 11,500 more workers commuted into the district than commuted out[10].
- Despite this net inflow of workers, people who work here earn less on average than people who live here. The median resident weekly wage (£597) is higher than for both

[8] HENA paragraph xxx
[9] Data taken from Economic Growth Plan Evidence Base and HENA Chapter 2
[10] HEDNA (2017) Table 26

the East Midlands (£547) and the UK (£585) whereas the workplace comparator is some 10% less at £543 although this is still higher than that for the region, (£535).[11]

- The district has a particular strength in the transport and storage sector. In 2020 this sector accounted for 22.4% of all employment in the district, equating to some 15,000 employees and has exhibited a growth rate of nearly 88% since 2015. Over this period, East Midlands Distribution Centre, East Midlands Gateway and Mercia Park at J11A42 have all come on stream.
- Other key sectors include manufacturing (11.9% of employment), professional, scientific and technical activities (10.4%) and business administration (9.0%).
- There was strong employment growth between 2011-19 across a range of sectors. Total employment rose by 16,200, equating to a 30% growth which is the highest rate in Leicestershire.
- GVA of the district grew by some 3.1% over the same period (2011-19), above the rate for other Leicester and Leicestershire authorities, both individually and collectively, and surpassing the growth rate for the East Midlands as a whole (1.6%) and the UK (1.9%)[12.]
- GVA/job is a measure of overall productivity. GVA/job in North West Leicestershire is £54,944, the second highest in Leicester and Leicestershire and exceeds the rate for the East Midlands (£46,423) and the UK,)[13].
- The economy is significantly less reliant on public sector employment (health, education, public administration) than comparator areas; 10.2% of employees working in the district are in the public sector whereas the figures for the East Midlands and Great Britain are 26.4% and 26.9% respectively.

6.5. The Leicestershire International Gateway, a component of the Leicester & Leicestershire Strategic Growth Plan (2018), is focused around the northern parts of the A42 and the M1, where there are major employment opportunities such as the airport and East Midlands Gateway. Whilst the Strategic Growth Plan does not predict longer term economic development needs (post 2031), it provides a non-statutory framework for the spatial distribution of new employment development in the Local Plan.

### East Midlands Freeport

6.6. The designation of the East Midlands Freeport (EMF) was announced by the Government in 2022 and it comprises developments in three locations; a) East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire; b) Uniper/Ratcliffe-on Soar Power Station in Rushcliffe, Nottinghamshire; and c) East Midlands Intermodal Park (EMIP) in South Derbyshire.

6.7. A purpose of the Freeport designation is to incentivise business and enterprise. Businesses locating to the Freeport will benefit from a package of benefits comprising tax reliefs, customs, business rates retention, planning, regeneration, innovation and trade and investment support and incentives. At a Freeport, imports can enter with simplified customs documentation and without paying tariffs. Businesses operating inside the area can

[11] Start up workspace study 2020 paragraph 4.16
[12] HENA Table 2.2
[13] HENA Table 2.3

manufacture goods using the imports and add value before exporting again without facing the full tariffs or procedures. The package of financial incentives will be available to occupiers until the end of September 2031.

6.8. The EMAGIC site covers parcels of land within the East Midlands Airport boundary, the East Midlands Gateway logistics park to the north and an extensive tract of undeveloped land to the south of the airport. [insert map to show the areas]

### General needs employment land

6.9. 'General needs' employment uses comprises offices and R&D facilities (Use Classes E(g)(i) and E(g)(ii)), industry (Use Classes E(g)(iii) and B2) and smaller scale warehousing (Use Class B8, units up to 9,000sqm). Warehouse units of 9,000+ sqm are categorised as 'strategic warehousing'.

6.10. The need for additional general employment land is measured in the Need for Employment Land Update Note July 2024 by Rapleys ('the Rapleys Study') which covers the period 2024-40. The Rapleys Study is an update of the Need for Employment Land Report (November 2020) prepared by Stantec.

6.11. Table 4 below shows how much additional office and industrial/smaller warehousing space will be needed between 2024-42 according to the Rapleys Study[14] and also shows the land supply position as at 1 April 2026. The assessment includes a losses allowance (Line B) to take account of future losses of employment land to other uses and a flexibility margin (Line C) equivalent to 5 year's annual average completions as insurance for uncertainty and changing business needs.

**Table 4: Employment floorspace needs at April 2026 [to complete]**

| | | Offices (sqm) | Industrial/small warehousing (sqm) |
|---|---|---|---|
| A | Rapleys Requirement (2024– 42[15]) | 40,000 | 166,860 |
| B | Losses allowance (2028-42) | xx | xx |
| C | Flexibility margin | xx | xx |
| **D** | **TOTAL REQUIREMENT (A+B+C)** | **xx** | **xx** |
| E | Net completions (2024/25 and 2025/26) | xx | xxx |
| F | Net permissions at 31 March 2026 | xx | xxx |
| G | Adopted Local Plan allocation (Money Hill) | 6,000 | 37,800 |
| **H** | **TOTAL SUPPLY (E+F+G) at 1 April 2026** | **xxx** | **xxx** |
| **I** | **REMAINING REQUIREMENT (2026-42)** | **xx** | **xx** |

6.12. The remaining requirement is for some xxxsqm (xxha) of office space and some xxxsqm (xxxha) of industrial/smaller warehousing.

[14] With an adjustment to reflect the extension of the plan period to 2042.
[15] With an adjustment to reflect the extension of the plan period to 2042

### Strategic warehousing

6.13. The Leicester and Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment Study (2025) by Iceni Projects ('the Iceni Study') was jointly commissioned by the Leicester and Leicestershire authorities. It provides an up to date assessment of the need for additional strategic warehousing in Leicester and Leicestershire for the period 2024-46 and proposes how that need could be distributed ('apportioned') to different locations within the partnership area. The Leicester and Leicestershire authorities have an agreed Statement of Common Ground relating to strategic warehousing need (January 2026). Amongst other things, the Statement confirms the authorities' agreement to the overall apportionment in the Iceni study.

6.14. Table X below shows how the Iceni Study apportions floorspace to locations in North West Leicestershire[16]. The Study apportions some 44% of the total need for Leicester and Leicestershire to the district which is the highest percentage by some margin; the next highest is Blaby (21%).

**Table X –Strategic warehousing apportionment to locations in the district (2024-42)**

| Location | Floorspace (sqm) |
|---|---|
| M1J23a/J24; A50 J1 | 728,673 |
| Bardon (J22) | 93,109 |
| A/M42 J11,12,13 | 269,345 |
| **TOTAL** | **1,091,127** |

6.15. To put this in context, the total amount of floorspace at East Midlands Gateway (EMG) is some 435,000sqm. The apportionment above equates to 2½ times the floorspace at EMG.

## Policy Ec1 – Economic Strategy (Strategic Policy)

6.16. One of the Local Plan's stated objectives is to support the district's economy. The NPPF also confirms that plans should positively and proactively encourage sustainable growth (paragraph 86a). Policy Ec1 below is an overarching policy which signposts the ways in which the plan will achieve these aims.

**Policy Ec1 – Economic Strategy**

(1) The Council supports the sustainable growth of the district's economy through both local and inward investment. The Council will help create the conditions in which businesses can invest, expand and adapt through the following measures:

a. Allocating a range of suitable sites that collectively make a significant contribution to anticipated future employment needs (Policy Ec3);

[16] figures adjusted to correspond with the Local Plan end date of 2042

b. Maintaining the district's stock of good quality business premises in Existing Employment Areas (Policy Ec5);
c. Sustaining the district's town and local centres, including through partnership working to help regenerate Coalville Town Centre (Policy TC1);
d. Adding to the stock of premises suited to start-up businesses (Policy Ec6);
e. Actively encouraging local recruitment and workforce training in connection with new development (Policy Ec7);
f. Supporting the expansion of rural-based enterprises (Policy S4);
g. Enabling new and expanded tourist attractions and visitor accommodation (Policy Ec12); and
h. Requiring appropriate provision of new physical, social and green infrastructure in association with new development (Policies IF1 and IF5).

## Policy Ec2 – Employment Commitments (Strategic Policy)

6.17. There are a number of employment sites with extant planning permission (at 1 April 2026) but where development has not yet commenced. These sites contribute to the supply of employment sites in Row X of Table xx.

6.18. When a planning permission is not lawfully implemented within the required timescale, it will lapse and a new planning application is required. The purpose of this policy is to confirm that, in such circumstances, the Council will continue to support the principle of employment development on the listed sites, subject to satisfying other policies of this Plan and any other material considerations. Confirming the deliverability of the site will be a key issue. Applications should be accompanied with clear evidence which addresses the reason for the consent lapsing and demonstrates that a future permission will be implemented and that the site is deliverable.

6.19. The sites listed in Policy Ec2 are the ones which make the most significant contribution to employment land supply. [may add a size threshold once sites identified]

**Policy Ec2 – Employment Commitments (Strategic Policy)**

(1) The principle of employment development at sites Ec2a to Ec2x has been established through the granting of planning permission. If planning permission lapses at any of these sites, the Council will continue to support the principle of development, subject to the policies in this Plan and any other material considerations.

| Site ref | Site address | Site capacity (sqm) | Uses |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |

## Policy Ec3 – Employment Allocations (Strategic Policy)

6.20. Policy Ec3 below allocates five sites for general needs employment and one for a mix of general needs and strategic warehousing. In addition, employment is part of the identified mix of uses at Money Hill, Ashby (Policy H3i) and in the new settlement of Isley Woodhouse (Policy H3a).

6.21. Note: The requirements of Policy Ec6 – Start-up workspace and Policy Ec7 - Local employment opportunities will also apply to some these site allocations. Please refer the specific policy wording of these two policies to confirm the position.

### General Needs Employment

6.22. Table X below shows how the supply of general needs employment land, comprising commitments and allocations, compares with the evidenced requirements.

[insert table]

### Strategic warehousing

6.23. Seven of the allocated sites are either wholly for strategic warehousing or they include an element of strategic warehousing in the development mix. These sites have been selected following a thorough assessment of available candidate sites which revealed sufficient, suitable sites to meet the Iceni Study's recommended apportionment figure for the A/M42 corridor location but insufficient suitable, available sites to meet the figures for the M1 J24 area or for Bardon (J22) (see Table x above).

6.24. The overall supply and need position at these two locations will be re-evaluated the when the Plan is reviewed, including an assessment of a) any newly available land in the locations where there is a shortfall; and b) any updated assessment of needs. In the meantime, Policy Ec4 provides the framework for considering proposals on unidentified sites which provides sufficient flexibility to deliver additional employment land beyond the identified allocations.

6.25. Each allocation policy is specific to the site concerned but there are particular issues outlined below which are common to strategic warehousing sites in general:

6.26. **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.

6.27. **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. For clarity, the landscaping and ecology mitigation required will be provided **within** the boundaries of the allocated sites.

6.28. **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.

6.29. **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.

**Policy Ec3 – Employment Allocations (Strategic Policy)**

(1) Sites Ec3a to Ec3x are allocated for employment development. They will be subject to the policies of this plan and any other material considerations as well as a Section 106 Agreement to secure the provision of any on and off-site infrastructure.

| Site reference | Site Address | Site capacity (sqm) | Uses |
|---|---|---|---|
| EMP34 | Land west of Regs Way, Coalville | 6,700 | E(g)(iii)/B2 |
| EMP89 | Land west of Hilltop Farm, Castle Donington | 17,250 | E(g)(iii)/B2 |
| EMP73a | Land north of Derby Road, Kegworth | 30,000 | E(g)(iii)/B2 |
| EMP66 | Ex Measham Mine site | 14,400 | E(g)(iii)/B2 |
| EMP60 | Land at Burton Road, Oakthorpe | 10,700 | E(g)(iii)/B2 |
| EMP98 | Land between Ellistown Terrace Road and Wood Road, Ellistown | 55,000 | B2/B8/ strategic B8 |
| EMP90 | Land south of East Midlands Airport | 300,000 | B2/B8/ strategic B8 |
| EMP80 | Land at Corkscrew Lane, Ashby de la Zouch | 46,500 | strategic B8 |

| | | | |
|---|---|---|---|
| EMP73b | Land north of Remembrance Way, Kegworth | 33,600 | strategic B8 |
| EMP97 | Land south of PSZ bypass, Kegworth | 118,500 | strategic B8 |
| EMP82 | Land north of J11 A/M42 | 97,300 | strategic B8 |
| EMP83/84/94 | Land northeast of J11 A/M42 | 135,000 | strategic B8 |

## Policy Ec3x - Land west of Regs Way Coalville (EMP34)

6.30. This 3.4ha site is bordered by the operational mineral railway line and South East Coalville Urban Extension to the west. Grange Road is to the north and Regs Way to the east and these two roads connect at the Birch Tree roundabout. There is an area of woodland/scrub to the south beyond which is the Bardon Hill Industrial area. The site is visually quite well contained and industrial-style units here would be viewed in the context of adjacent development.

6.31. Planning permission was previously granted for some 6,700sqm of light industry (Class E(g)(iii)), general industry (Class B2) and/or storage and distribution (Class B8) floorspace plus ancillary offices (Class E(g)(i)) (21/02281/FULM). The permission was not implemented and has now expired. The site remains suitable for these uses and merits a site allocation in this Plan.

6.32. A small section of the application site does fall within Flood Zone 3 however the Environment Agency (EA) did not object to the planning application on the basis that all built development is contained to Flood Zone 1. This requirement is carried forward into the policy below.

**Land west of Regs Way, Coalville (EMP34)**

(1) Land west of Regs Way, as shown on the Policies Map, is allocated for around 6,700 sqm of industry/smaller scale warehousing (Use Classes E(g)(iii)/B2/B8) and ancillary offices.

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

(a) Provision of (i) a safe and suitable access from Grange Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures;
(b) A comprehensive landscaping scheme to help mitigate the visual impacts of development including in views from properties to the west;

(c) Potential impacts on residential amenity are addressed through the scheme's design; and
(d) Built development is limited to the parts of the site within Flood Zone 1.

## Policy Ec3x - Land west of Hilltop Farm, Castle Donington (EMP89)

6.33. The site is 6.05ha and located to the north of East Midlands Airport and to the southwest of Castle Donington. The Castle Donington bypass road runs along the southwest boundary of the site. The land to the north and west of the site has/is being developed for both housing and employment uses.

6.34. Stud Brook Business Park is immediately to the north and development of this site would be a logical extension.

6.35. Whilst this site would be viewed in the context of the adjacent development the site does contribute to the somewhat rural approach to Castle Donington. As such landscaping features such as screen mounds and tree planting will be required, as will control over the size, bulk and siting of units. The design of development will also need to limit visual and amenity impacts on Hilltop Farmhouse and its setting.

6.36. Natural England has highlighted there may be impacts on the Donington Park SSSI arising from the cumulative development of this site and the housing allocation to the West of Castle Donington (CD10). Development should address this issue.

6.37. The nearby pond is a historic Local Wildlife Site and mitigation for Great Crested Newts may be required or participation in the district licensing process.

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

(1) Land west of Hilltop Farm, Castle Donington (EMP89) as shown on the Policies Map, is allocated for around 17,250sqm of industry/smaller scale warehousing (Use Classes E(g)(iii)/B2/B8) and ancillary offices.

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

(a) Provision of (i) a safe and suitable access to be taken via Stud Brook Business Park, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures;
(b) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
(c) Consideration and mitigation of any impacts on the Donington Park SSSI as a result of the cumulative impacts of development arising from development of this site and site CD10.

(d) The overall design respects Hill Top Farmhouse and its setting

The site is also considered suitable for an element of office use (Use Class Eg(i) and (ii), subject to a sequential test being satisfied.

## Policy Ec3x - Land north of Derby Road, Kegworth (EMP73a)

6.38. This 10.24 ha site lies to the immediate east of M1 J24 and to the west of the Refresco premises. It is bounded to the north west by the dualled A543 Remembrance Way and to the south west by A6 Derby Road.

6.39. The site would be viewed in the context of the adjacent Refresco Drinks site and the highway infrastructure at the motorway junction however development would still have a significant visual impact on the approach into Kegworth and from Remembrance Way (westbound).

6.40. Bunds, tree planting and other forms of landscaping will be required, as will control over the size, bulk and siting of units. The scheme design will also need to respond to the residential development planned on the land facing the site to the south of Derby Road.

6.41. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.

6.42. Development on the land to the north of Remembrance Way (EMP73b) will be accessed through this site so the proposals for the two parcels will need a co-ordinated approach.

**Land north of Derby Road , Kegworth (EMP73a)**

(1) Land north of Derby Road , Kegworth (EMP73(part)), as shown on the Policies Map, is allocated for around 30,000sqm of industry/smaller scale warehousing (Use Classes E(g)(iii)/B2/B8) and ancillary offices.

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

(a) Provision of (i) a safe and suitable access from A6 Derby Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures,;
(b) A comprehensive landscaping scheme to help mitigate the visual impacts of development;
(c) A co-ordinated approach to the development of this site and land to the north of Remembrance Way (Ec3x) which enables access from Derby Road through Ec3x to Ec3x.
(d) A surface water management strategy which ensures against both construction and operational impacts on the Lockington Marshes SSSI;

(e) Potential impacts on residential amenity are addressed through the scheme's design; and
(f) Provision of a Mineral Assessment for sand and gravel.

## Policy Ec3x – Ex Measham Mine site, Measham (EMP66)

6.43. The site is the former location of the Measham Mine and is located to the north of Swepstone Road, a short distance to the east of Measham. The site is 3.6Ha in size and is within countryside.

6.44. The site is located to the north of Swepstone Road and is part of the former location of Measham Mine. The site is within the National Forest and the catchment of the River Mease Special Area of Conservation (SAC).

6.45. The footway to the south of Swepstone Road should be reinstated from the site access to meet the existing footpath towards Measham.

6.46. The design and density of development should reflect and respect the sites countryside setting. Buildings should be of a smaller footprint and be sensitively designed, using natural colour schemes and materials such as timber cladding, with lower roof heights, and the incorporation of green infrastructure, landscape buffers, planting and screening.

6.47. Since 2007 the site is has been identified as a candidate Local Wildlife Site (cLWS). A more recent Preliminary Ecology Appraisal (2025) of the site has been undertaken; the Appraisal has been assessed by the Ecology Team at Leicestershire County Council (LCC) against the Local Wildlife Site (LWS) criteria. LCC found that the survey completed in 2025 did not find the same level of interest as the 2007 survey. Further botanical survey work should be undertaken, to the satisfaction of the Ecology Team at LCC, to determine whether the site meets the LWS criteria.

**Ex Measham Mine Site, Measham (EMP66)**

(1) The site of the former Measham Mine, Measham (EMP66), as shown on the Policies Map, is allocated for around 14,400sqm of industry/smaller scale warehousing (Use Class E(g)(iii)/B2/B8) and ancillary offices:

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

(a) Provision of a (i) safe and suitable access from Swepstone Road, (ii) delivery of off-site improvements needed to mitigate the highway impacts of development, and (iii) a sufficient package of sustainable transport measures, including the reinstatement of the footpath to the south of Swepstone Road from the site access to meet the existing footpath towards Measham, ;

(b) The design and density of the scheme should reflect and respect its countryside setting. Buildings should be of a scale, form and general design that complements the sites' rural location;
(c) Provision of a pedestrian connection from Swepstone Road through the site to Public Right of Way P89/1;
(d) Demonstration through further ecological surveys that the site no longer meets the criteria for a Local Wildlife Site;
(e) Retention and enhancement of natural landscape buffers;
(f) A comprehensive landscaping scheme to help mitigate the visual impacts of development; and
(g) Provision of a Minerals Assessment for at or near surface coal.

## Policy Ec3x – Land at Burton Road, Oakthorpe (EMP60)

6.48. Despite its address, this triangular parcel of land (4.5ha) immediately to the north of A42 is close to Measham. The site would provide valuable additional general employment land in the south of the district.

6.49. The site is within the River Mease catchment. Development which will not create additional overnight stays within the catchment (i.e. commercial development such as this) may not need to mitigate for nutrients but the implementation and maintenance of a well-designed SuDS scheme will be required. The River Mease policy (Policy En2) sets out the relevant considerations.

6.50. Detailed proposals for the site would need to respond to the visual and amenity impacts on the residential properties facing the site and also address the close-range views of the development from the public footpath (P78) which connects with the site's western boundary. The site lies in the National Forest and proposals should have regard to the requirements of Policy En3.

6.51. A pedestrian crossing of Burton Road and footway enhancements will improve the site's connections to Measham.

6.52. The Strategic Flood Risk Assessment shows that the eastern portion of the site is at high/medium risk of surface water flooding. Built development and hardstanding should be excluded from this area and the area used for green and blue infrastructure such as planting and SUDs. The potential risk from mine water rising should also be considered at the design stage.

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

(1) Land at Burton Road, Oakthorpe (EMP60), as shown on the Policies Map, is allocated for around 10,700sqm of industry/smaller scale warehousing (Use Classes B2/B8):

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

(a) Provision of (i) a safe and suitable access from Burton Road; (ii) delivery of off-site improvements needed to mitigate the highway impacts of development; (iii) a pedestrian crossing of Burton Road and footway improvements towards Measham; and (iv) a sufficient package of sustainable transport measures;
(b) A comprehensive landscaping scheme for the site which retains and enhances existing landscape features and helps to mitigate the visual impacts of development, including in views from public right of way P78;
(c) Potential impacts on the amenity of the residential properties on the north side of Burton Road are addressed through the scheme's design; and
(d) Built development, including hardstanding, is restricted to the parts of the site which are not at medium/high risk from surface water flooding.

## Policy Ec3x – Land between Ellistown Terrace Road and Wood Road, Ellistown (EMP98)

6.53. This 16.4Ha site comprises two large agricultural fields located to the west of Ellistown Terrace Road and to the north of Wood Road (B585). The site has capacity for around 55,000sqm of floorspace comprising a mix of general needs industry/warehousing units and strategic warehousing units (9,000+sqm).

6.54. Proposals should be designed to take account of the freestanding mature trees located towards the north and west boundaries on the site, the public footpath which runs across the site as well as the electricity cables and pylons which cross it. The site is also located in the National Forest (see Policy Ec3).

6.55. Particularly careful consideration must be given to the impact of development on the amenity of nearby properties. Proposals must be planned to ensure that the full extent of the gap between the western/south western boundary of the allocation and the properties at Battram is secured for the long term.

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

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 Good Design Guide for North West Leicestershire 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 including by maintaining the full extent of the gap between the site boundary 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).

## Policy Ec3x – Land south of East Midlands Airport (EMP90)

6.56. This site (xxha) is located to the south of the A453/J23a of M1 and to the immediate east of Diseworth. This site is part of the East Midlands Freeport and the incentives and freedoms this designation brings will make it highly attractive to occupiers. Further, whilst it is not a planning designation, the site's Freeport status signals Government support for advanced logistics development in this location.

6.57. There is a current Development Consent Order application on the whole of EMP90 for logistics and advanced manufacturing development and related uses. There is also a current outline planning application on the portion of the site north of Hyams Lane for employment floorspace (Use Classes B2/B8) and related uses (24/00727/OUTM).

6.58. An overarching masterplan for the site is an essential requirement; development may come forward in phases but the initial phases must not prejudice, and indeed should actively facilitate, the development of the remaining site in accordance with the masterplan.

6.59. The land in its current, undeveloped state provides important separation between Diseworth and the infrastructure-related development to its north and east, namely the airport and the M1 and its associated junctions. Linked to this, the site helps to provide a countryside setting to Diseworth Conservation Area and development here could undermine Diseworth's legibility as a stand-alone village set within its agricultural context. As a result, landscape mitigation will need to be very carefully considered. As part of the landscape and green infrastructure strategy for the site, opportunities to increase public access to the countryside in this location should be capitalised on.

6.60. There is also the prospect of significant disturbance to Diseworth residents from 24-hour operations on site, principally from noise (including from traffic) and lighting which must be addressed in the scheme's design and operation.

6.61. Part of the Iceni's Study's rationale for apportioning significant amount of the future need for strategic warehousing to the M1J23a/J24; A50 J1 location is the opportunity offered by the East Midlands Gateway Strategic Rail Freight Interchange to transport goods by rail. As such, the Council considers that it is important that the site occupiers make meaningful use of the facility and that this is demonstrated as part of a planning application.

6.62. A corridor of land along the entire frontage of the site is to remain free from built development to accommodate the dualling of A453.

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

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)). No more than 20% of the total B2/B8 floorspace will be for manufacturing use. A training centre for use by the site occupiers (Use Class F1(a)) would also be an acceptable 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 Good Design Guide for North West Leicestershire 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;
(e) Ensure that any adverse noise, vibration and visual impacts on residential properties are fully addressed through the scheme's design; and
(f) Ensure the site layout incorporates a corridor of land along the entirely of the site's A453 frontage sufficient to accommodate the additional land required for the dualling of A453 between the Finger Farm roundabout and the entrance to East Midlands Airport.

**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.

## Policy Ec3x – Land at Corkscrew Lane, Ashby de la Zouch (EMP80)

6.63. This site (xx ha) comprises an arable field which is flat to gently sloping and is adjacent to G-Park which has planning permission for up to 70,000sqm of strategic-scale warehousing (19/00652/FULM). The site has a resolution to grant planning permission for 46,451sqm B2 and/or B8 units (23/00427/OUTM). The policy below is included in the Plan to provide a policy framework for future reserved matters applications.

6.64. Proposals should include significant strategic-scale landscaping to help mitigate the visual impacts of development as informed by a LVIA. The Landscape Sensitivity Assessment (2024) reports that there is an area of higher landscape sensitivity around the woodland to the north

of the site and it would be appropriate to enhance tree cover and boundary vegetation, particularly fronting A511. The site lies in the National Forest and proposals should also have regard to the requirements of Policy En3.

6.65. Measures should be put in place to encourage new employees to use public transport and also to increase levels of walking and cycling.

6.66. The site is within the River Mease catchment. As part of the planning application, it was determined that the proposals would result in no adverse impacts on the features of the River Mease SAC/SSSI, subject to appropriate mitigation.

**Land at Corkscrew Lane, Ashby de la Zouch (EMP80)**

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 Good Design Guide for North West Leicestershire 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.

## Policy Ec3x – Land north of Remembrance Way, Kegworth (EMP73b)

6.67. The site is quite prominent in views from the M1 southbound and from Remembrance Way (eastbound). Screen mounds and tree planting and other forms of landscaping will be required as will control over the size, bulk and siting of units.

6.68. The site is within the surface water catchment of Lockington Marshes SSSI and this may result in issues during construction and operation. An assessment of the potential impacts, and suitable mitigation, i.e. SuDS, will be required.

6.69. The site would be accessed from A6 via EMP73a 'Land to the north of Derby Road' and this would require a new link under A453. This means that proposals for the two sites will need to take a co-ordinated approach. There is little potential to access to the site by sustainable modes currently. Measures should be put in place to encourage new employees to use public transport and also to increase levels of walking and cycling. This could include the introduction of a shuttle bus service linking the site with East Midlands Gateway which is has a good level of bus service.

6.70. Part of the Iceni's Study's rationale for apportioning significant amount of the future need for strategic warehousing to the M1J23a/J24; A50 J1 location is the opportunity offered by the East Midlands Gateway Strategic Rail Freight Interchange to transport goods by rail. As such, the Council considers that it is important that the site occupiers make meaningful use of the facility and that this is demonstrated as part of a planning application.

**Land north of Remembrance Way (A453), Kegworth (EMP73b)**

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 Good Design Guide for North West Leicestershire 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 (EMP73a);
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 (EMP73a); 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.
d. Demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.

**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.

## Policy Ec3x – Land south of Kegworth bypass (EMP97)

6.71. This 64ha site (developable area around xxha), comprising agricultural fields, lies immediately to the south of A6 Kegworth bypass and to the east of M1.

6.72. The scheme for the site must be underpinned by significant strategic-scale landscaping to help mitigate the visual impacts of development as informed by a LVIA. This should include taking all opportunities to retain and enhance boundary vegetation as identified in the Landscape Sensitivity Assessment (2024), subject to airport safety considerations as described below.

6.73. Significant upgrades to walking and cycling connectivity and public transport links will be required. Buses do not currently route along A6 Kegworth bypass so additional services and/or significant re-routing will be necessary. East Midlands Gateway has a good level of bus services but the walking route between East Midlands Gateway and this site is along busy main roads and is unappealing for pedestrians. An approach would be for the development to fund the introduction of a shuttle bus service linking the two locations.

6.74. Part of the Iceni's Study's rationale for apportioning significant amount of the future need for strategic warehousing to the M1J23a/J24; A50 J1 location is the opportunity offered by the East Midlands Gateway Strategic Rail Freight Interchange to transport goods by rail. As such, the Council considers that it is important that the site occupiers make meaningful use of the facility and that this is demonstrated as part of a planning application.

6.75. The northern part of the site coincides with the EMA Public Safety Zone (Policy Ec10) and new development should be excluded from this area. This area is nonetheless included within the allocated site boundary so that it can be utilised for appropriate landscaping and ecological enhancement as part of the wider mitigation strategy for the development.

6.76. The site lies within the Civil Aviation Authority's designated safeguarding consultation zone around EMA. In line with Policy Ec9 – East Midlands Airport: Safeguarding, development of this site must not adversely affect operations or safety at the airport. Issues which will need to be fully considered and addressed as part of the design, construction and operation of the site are:

a) heights and siting of buildings and other structures e.g. cranes. A full aeronautical assessment based on a detailed site layout will be required to accompany a planning application;
b) glint and glare emanating from the development;
c) lighting must avoid creating confusion with aeronautical lights;
d) navigational aid interference; and
e) minimising the risk of bird strikes.

6.77. In respect of bird strike risk, planting choices, landscape design and the approach to surface water attenuation will all need to accord with aviation safety guidance. Planting selection should avoid species that produce significant fruit, berries or seeds likely to attract birds and will exclude planting tree types that could encourage roosting or nesting of large or gregarious species.

**Land south of Kegworth bypass (EMP97)**

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 Good Design Guide for North West Leicestershire 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.
d. Demonstrate that occupiers will use East Midlands Gateway Rail Freight Interchange to transport a significant proportion of goods by rail.

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

## Policy Ec3x – Land north of J11 A/M42 (EMP82)

6.78. The site (29ha) comprises open arable fields. The A/M42 road infrastructure to the east and south and the substantial Mercia Park development to the west has an urbanising effect and this effect is more pronounced towards the southern end of the site. The site has planning permission for some 97,300sqm E(g)(iii), B2 and/or B8 units (25/00274/FULM). The policy below is included in the Plan to provide a policy framework for future reserved matters applications.

6.79. Proposals should include significant strategic-scale landscaping to help mitigate the visual impacts of development as informed by a LVIA and the Landscape Sensitivity Assessment (2024) identifies that development brings particular opportunities to strengthen the

hedgerow network around the site . The site lies in the National Forest and proposals should also have regard to the requirements of Policy En3.

6.80. Measures should be put in place to encourage new employees to use public transport and also to increase levels of walking and cycling. The residential amenity of Hill Top Cottage immediately to the south of the site would need to be carefully considered in the scheme design.

6.81. The site is within the River Mease catchment. As part of the planning application, it was determined that the proposals with appropriate mitigation would result in no adverse impacts on the features of the River Mease SAC/SSSI.

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

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 Good Design Guide for North West Leicestershire 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 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.

## Policy Ec3x – Land northeast of J11 A/M42 (EMP83/84/94)

6.82. This 49ha site comprises a wedge-shaped tract of land contained by A/M42 and Tamworth Road. At the apex of the wedge is J11 A/M42. This site comprises three parcels of land in the control of three different parties. The two smaller parcels (EMP83 and 94) lie closest to the J11 A/M42. This means that an overarching masterplan for the site is an essential requirement; development may come forward in phases but the initial phases must not prejudice, and indeed should actively facilitate, the development of the remaining parcels in accordance with the masterplan. The shape of the site may mean it is appropriate to locate smaller units at the site's apex.

6.83. The land falls away to the north/north west and development here would be prominent in views from A42 southbound and also for users of the PROW which bisects the site in a north-south direction. Balance to be struck between making best use of land allocated for development (NPPF paragraph 124) and securing sufficient landscaping etc to mitigate and create a successful scheme. Landscape advice for the site includes:

- To set back development from the Tamworth Road frontage and to incorporate a landscape buffer along this boundary
- To consider and positively address views from the site towards the villages of Measham, Oakthorpe and Appleby Magna
- Introduce strategic scale landscaping along A42 boundary to mitigate the visual impact of development as seen from A42, especially for those travelling southbound

6.84. As part of a positive landscape and ecological strategy for the site, proposals should also enable enhanced public access and appreciation of the wider countryside, for example through the provision of recreational routes around the perimeter of the site. The site is within the River Mease catchment and proposals must comply with the requirements of Policy En2.

6.85. Measures will be required to enable employees to use sustainable transport modes to get to work, including by ensuring a safe walking route to the existing bus stop on Tamworth Road.

**Land north east of J11 A/M42 (EMP83/84/94)**

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 Good Design Guide for North West Leicestershire 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.

## Policy Ec4 – Employment Uses on Unidentified Sites

6.86. The National Planning Policy Framework (NPPF) directs that planning policies should be "*be flexible enough to accommodate needs not anticipated in the plan, and allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances*" (paragraph 86e). An aim is that the Plan can deal with changing circumstances over its lifetime, for example if the economy grows more strongly than current studies anticipate and/or if the nature of business needs turns out to be different to what can be anticipated now.

6.87. Policy Ec4 applies to proposals for employment uses (Use Classes E(g), B2 and B8) which are outside Limits to Development where development is generally restricted. In these circumstances, the onus will be on applicants to demonstrate that all the relevant criteria are met and in particular to provide convincing evidence that there is a current and significant requirement for the development being proposed.

6.88. The inclusion of named end user/s in a legal agreement (see criterion 3(a)(ii)) will apply to the first occupation only.

**Policy Ec4 – Employment Uses on Unidentified Sites**

(1) Proposals for employment uses (Use Classes E(g), B2 and B8)within the Existing Employment Areas will be supported subject to Policy Ec5.

(2) Proposals for employment uses (Use Classes E(g), B2 and B8) outside the Existing Employment Areas and within the Limits to Development will be supported where these do not have an unacceptable adverse impact on;
- (i) the amenities of any nearby residential properties;
- (ii) the wider environment; and
- (iii) the local highway network.

(3) Exceptionally, to provide the degree of flexibility required by the NPPF, proposals for employment development on unidentified land outside the

Limits to Development will be supported where all of the criteria below (a, b and c) are met:

(a) It is demonstrated to the satisfaction of the Council that there is;

(i) an immediate requirement for the proposed amount and type of employment land to be located in North West Leicestershire; and

(ii) either the development will be occupied by named end-user/s and this will be secured by Section 106 legal agreement as appropriate; or the development is required for the reasons set out in NPPF paragraph 86e (or its replacement), namely;

- it is to accommodate needs not anticipated in this Plan; or
- it is to allow for new and flexible working practices and spaces to enable a rapid response to changes in economic circumstances.

(b) It is demonstrated to the satisfaction of the Council that the immediate requirement cannot be met on any of the following within the relevant search area;

(i) previously developed land;

(ii) an Existing Employment Area as identified in Policy Ec5; or

(iii) land allocated for employment development in the Local Plan; or

(iv) on land with planning permission for employment development.

For general employment proposals, the search area is the district and for strategic warehousing proposals, the search area is the relevant Area of Opportunity in the Leicester & Leicestershire Strategic Distribution Floorspace Needs Update and Apportionment Study, namely East Midlands Gateway area (AO3), M1 North (AO4) or A42(AO5).

(c)The development is in an appropriate location and;

(i) Is accessible or will be made accessible by a choice of means of transport, including sustainable transport modes, as a consequence of planning permission being granted for the development; and

(ii) For proposals which will generate significant HGV movements, has good access to the strategic highway network (M1, M42/A42 and A50); and

(iii) Through mitigation as necessary, has an acceptable impact on the capacity of that network, including any junctions; and

(iv) Will not be detrimental to the wider environment or the amenities of any nearby residential properties as a result of loss of privacy, excessive overshadowing or an overbearing impact, activity levels, noise, vibration, pollution or odours.

## Policy Ec5 – Existing Employment Areas

6.89. In addition to identifying new sites for employment uses, it is also important that the better quality and well occupied industrial estates and business parks in the district continue to be the focus for office, industrial and warehousing uses. The Council needs to ensure that the district's overall stock of good quality units which are best suited to new and expanding firms is maintained and to limit the loss of such premises to alternative uses, where this is appropriate and possible. This approach will also help control the need to release additional greenfield sites.

6.90. The Review of Employment Sites (2019) is an objective assessment of the quality and quantity of our existing employment areas. The best performing are designated as Existing Employment Areas. These are listed below showing the suitable uses for each location.

**Table 5 - Existing Employment Areas**

| Existing Employment Area | Uses |
|---|---|
| (a) Hermitage Industrial Estate, Pegson's and Old Station Close, Coalville | E(g), B2 and B8 |
| (b) Whitwick Business Park, Coalville | E(g), B2 and B8 |
| (c) Coalville Business Park, Jackson Street, Coalville | E(g), B2 and B8 |
| (d) Stephenson Industrial Estate, Coalville | E(g), B2 and B8 |
| (e) Scotlands Industrial Estate, Coalville | E(g), B2 and B8 |
| (f) Oaks Industrial Estate, Coalville | E(g), B2 and B8 |
| (g) Bardon Employment Area Bardon | E(g), B2 and B8 |
| (h) Bardon Hill, Bardon | E(g), B2 and B8 |
| (i) Tungsten Park | E(g), B2 and B8 |
| (j) Mountpark, Bardon (Amazon), Ellistown | Strategic B8, B2, ancillary offices |
| (k) South Leicester Industrial Estate, Ellistown | E(g), B2 and B8 |
| (l) Pall Ex, Ellistown | Strategic B8, B2, ancillary offices |
| (m) Ashby Business Park, Ashby | E(g), B2 and B8 |
| (n) Ivanhoe Business Park and Smisby Road Industrial Estate Ashby | E(g), B2 and B8 |
| (o) Flagstaff and Nottingham Road Industrial Estates Ashby | E(g), B2 and B8 |
| (p) Willow Farm, Trent Lane Castle Donington | E(g), B2 and B8 |
| (q) East Midlands Distribution Centre, Castle Donington | Strategic B8, B2, offices |
| (r) Pegasus Business Park, East Midlands Airport | |
| (s) East Midlands Gateway | Strategic B8, ancillary offices |
| (t) Computer Centre, Kegworth | E(g), B2 and B8 |
| (u) Refresco, Derby Road, Kegworth | Strategic B8, B2, ancillary offices |
| (v) Slack & Parr, Kegworth | E(g), B2 and B8 |
| (w) Aldi Regional Distribution Centre, Sawley. | Strategic B8, B2, ancillary offices |

| | |
|---|---|
| (x) Mercia Park, J11 M42 | Strategic B8, B2, ancillary offices |
| (y) Westminster Industrial Estate, Measham | E(g), B2 and B8 |
| (z) Marquis Drive, Moira | E(g), B2 and B8 |
| (aa) FedEx, Melbourne Road, Lount | E(g), B2 and B8 |

6.91. For the purposes of Policy Ec5, 'employment uses' are ones falling within Use Classes E(g), B2 and B8. The policy prioritises these uses yet also offers a degree of flexibility to allow other uses in Existing Employment Areas in specific circumstances.

6.92. There is no single definition of 'small-scale' (criterion (2)(a)) and compliance with this criterion will largely be a matter of judgement based on the circumstances of the site and the development proposed. Factors which will inform this judgement include the amount of floorspace (both individually and relative to the overall site), the level of activity generated and the number of employees.

6.93. Compliance with criteria (2)(b) and (3)(b) requires compelling evidence to demonstrate that the site has been actively marketed for its designated uses for at least 6 months at current market values taking account of the building condition. Information should be submitted about the outcomes of the marketing and reasons given why the property could not be sold/let.

6.94. Whilst Existing Employment Areas identify the main concentrations of business premises, there are a number of premises outside these areas, either single-user sites or smaller scale business estates which are collectively important for local employment. Such premises are also a valuable component of the district's overall commercial stock and the repurposing of these premises to other uses requires justification.

6.95. Offices and light industrial uses sit within the expansive Class E of the Use Classes Order. This means that an office could be used as a restaurant for example without requiring planning permission. In addition, Class MA of the GPDO permits the change of use of a building in Use Class E to Use Class C3 (dwelling house), for floorspace up to 1,500 sqm, subject to a prior approval application and meeting relevant conditions, including vacancy and use requirements. Class ZA allows the demolition of certain vacant commercial buildings and their replacement with new residential development (Use Class C3), subject to prior approval.

6.96. These rights were introduced for flexibility and simplicity, particularly in town centres, to enable businesses to adapt and diversify. As an outcome, some changes of use can happen within the Existing Employment Areas without planning permission being required. Where planning permission is required however, Policy Ec5 will apply.

**Policy Ec5 – Existing Employment Areas**

(1) Subject to compatibility with nearby uses, the Existing Employment Areas shown on the Policies Map, are suitable for the uses set out in Table 5.

(2) Planning permission for non-employment development in an Existing Employment Area will only be permitted where it is demonstrated that:

(a) The proposed use is small-scale or ancillary to the operation of principal use; or
(b) There is no reasonable demand to use the premises/site for the uses in Table 5 as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; or
(c) The proposed use is employment-generating and compatible with the character and function of the Existing Employment Area and with nearby uses.

(3) Outside Existing Employment Areas, conversion or redevelopment of premises which are, or were most recently, in employment use (Use Classes E(g), B2 and B8) for non-employment development will be supported where the proposed use is compatible with nearby uses and it is demonstrated that:

(a) There is no reasonable demand to use the premises for employment uses as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant ; or
(b) The premises are not capable of meeting the needs of modern business; or
(c) Continuation of current/most recent use is incompatible with the character and function of the area or with nearby uses.

## Policy Ec6 – Start-up Workspace

6.97. 82% of the district's firms are categorised as micro-businesses with fewer than 10 employees[17]. The Start-up Workspace Demand Study (2020) found evidence of occupiers struggling to find small-scale industrial units in the district suitable for start-up businesses. The established stock of such units is well occupied with little turnover or new premises coming forward. In contrast the Study did not find a particular demand for small scale office space suitable for start-ups.

6.98. The strategic warehousing property market is exceptionally strong in the district and this tends to outprice the value of land for other commercial uses. A further factor is the low rental values that small industrial space can generate versus high building and fit-out costs. Small

[17] Start-up Workspace Demand Study (2020) Table 4-2 and NOMIS data 2025

businesses typically look for shorter leases with more flexible terms and these are less attractive for many landlords.

6.99. The Study's findings point to a mismatch between overall supply and the demand for small-scale industrial space. As a result, businesses may stay for too long in unsuitable premises which will impact on the firm's productivity. An overall shortage of smaller scale space may mean that growing businesses do not vacate their premises, blocking their availability for other new, fledgling businesses to move into, or it could mean that the firms have to move out of the district completely.

6.100. Whilst the supply of premises is limited, there are some sites with planning permission which could serve the starter unit market.

**Table 6: Sites that could serve the starter unit market (to update)**

| | | |
|---|---|---|
| Former Sawley Crossroads Service Station, London Road, Cavendish Bridge | 18/01115/FUL | 5 units of 90sqm |
| Pastures Farm, Farm Town Lane Farm Town, Coleorton | 21/01102/PNF | 6 units of 47-114sqm. |
| Heather Brickworks Newton Road Heather | 22/00153/REMM | 37 units of 135 sqm (or multiples thereof). |

6.101. Class R of the GPDO allows agricultural buildings of up to 500sqm to be used for activities falling within Classes E(g), B2 and B8 without requiring planning permission, subject to restrictions. This route may result in more starter units coming forward, like the Coleorton site above, although these are likely to be in more peripheral locations.

6.102. Policy Ec6 aims to address the apparent market gap and is a response to the NPPF direction to counter weaknesses in the local economy[18]. For the purposes of applying the policy, start-up premises are generally industrial units of up to 100sqm but larger units of up to 150sqm could be acceptable as move on space.

**Policy Ec6 – Start-up Workspace**

To support the delivery of small-scale industrial units of up to 150sqm suitable for start-up businesses, the Council will:

(1) Support development which provides start-up premises subject to other relevant policies in the plan; and

(2) [*Subject to the findings of the plan-wide viability assessment*], require an element of start-up space on sites allocated in this Local Plan for Use Classes E(g)(iii), B2 and B8 but excluding wholly strategic B8 allocations) and larger-scale residential-led/mixed use development; and

[18] Paragraph 85

(3) [*Subject to the findings of the plan-wide viability assessment*], expect that major employment development (Use Classes E(g)(iii), B2 and B8 but excluding wholly strategic B8 proposals) on unallocated sites outside Existing Employment Areas will include an element of start-up space unless this is demonstrably unfeasible in an individual case, including for reasons of site-specific viability.

## Policy Ec7 – Local Employment Opportunities

6.103. The district has key economic strengths but action is needed to sustain its position and to ensure that local people have the skills that new and expanding businesses need.

6.104. A local employment policy linked to new development is intended to encourage businesses to recruit locally and to offer training to raise the attainment level of their staff. Local employment initiatives can help ensure that local people benefit from new development and equally show that businesses are invested in the wellbeing of their communities. Local recruitment could also help curtail commuting distances and thereby contribute to the Council's zero carbon ambitions.

6.105. Policy Ec7 requires the preparation of an Employment & Skills Plan for larger scale proposals. Broadly, the types of matters which such a plan could cover include:

- Recruitment through Jobcentre Plus and other local employment routes;
- Commitment to local recruitment for construction and operational phases
- Work trials and interview guarantees to those attending jobs clubs;
- Pre-employment training;
- Apprenticeships and other vocational training (e.g. NVQ);
- Offers of work experience;
- Support with transport, childcare and work equipment;
- In-house training schemes;

6.106. Where a proposal is speculative, a pre-occupation condition could be used to require the submission, approval and implementation of an Employment & Skills Plan for when the development is operational.

6.107. Business statistics produced by the Department for Business and Trade define a medium-sized business 50-249 employees. Setting the trigger point at proposals with at least 50 employees (FTE) focuses the requirement on medium and larger businesses. This is considered to be a proportionate and pragmatic approach.

6.108. There may be circumstances where the requirement for an Employment and Skills Plan is best secured by legal agreement, especially if one is already being prepared to deal with other matters. The choice of mechanism will depend on matters such as monitoring arrangements and proportionality.

6.109. Exceptionally, there may be situations where an Employment and Skills Plan is unnecessary or inappropriate e.g. if the occupier already had an established training scheme in place. This would need to be explained and justified as part of the planning application process.

**Policy Ec7 – Local Employment Opportunities**

(1) An Employment and Skills Plan is required where the whole development, or unit(s) within the development, will be occupied by a firm or firms with 50+ employees (FTE). The Employment and Skills Plan should include arrangements for local recruitment and workforce training a) during construction; and b) when the scheme is operational.

(2) The requirement for an Employment and Skills Plan will be secured by planning condition or through a legal agreement.

## Policy Ec8 - East Midlands Airport

6.110. East Midlands Airport (EMA) is a key driver of the local and regional economy, playing a nationally important role as the UK's air freight hub with a growing passenger traffic role. EMA serves as a major transport hub for the East Midlands, with domestic and international passenger routes, and is the largest cargo airport in the UK. EMA is:

- A significant UK regional passenger airport that in 2019, before the COVID-19 pandemic, handled 4.7 million passengers
- The UK's largest pure cargo airport handling 400,155 tonnes of freight and mail and a major European cargo airport
- The UK's major Royal Mail air mail hub
- The UK's leading airport for express freight, with three of the major global integrated freight airlines based at the airport
- One of the largest single employment sites in the East Midlands, with over 9,000 people working at the airport in 2019
- A regional economic generator, contributing some £723m of annual direct, indirect, and induced GVA in the East Midlands region.

6.111. The importance of airports is recognised in the National Planning Policy Framework (NPPF) which requires that planning policies provide for large scale transport facilities, including airports.

6.112. National aviation policy is set out in the Aviation Policy Framework (DfT, 2013). There have also been a series of other policy statements that recognise the economic, social and environmental impacts of UK aviation, and there has been a consistent approach to encouraging airports to make the best use of their existing runways. This highlights the strategic importance of airports and aviation in general, and that enabling and encouraging airports to grow is in the national interest.

6.113. A Sustainable Development Plan for the East Midlands Airport was prepared in 2015. A new development plan is currently in preparation by East Midlands Airport the draft plan (2025) sets a context for further growth of the airport in terms of both passenger and freight traffic. In summary the draft SDP (2025) for EMA sets a context for:

- Expanding and enhancing existing hangers, cargo areas and related airport infrastructure
- Safeguarding EMA including the PZA, safeguarded areas and flight paths from sensitive development (eg housing, schools etc..) to maintain operational capacity
- Safeguarding future transport corridors to EMA to support the airports growth (eg active travel, rail & road links)
- Continued delivery of logistics and storage employment land to meet market demands
- Is aimed at decarbonising air travel and is supportive of new renewable energy but not if new installations impact air safety eg glint/glare or radar interference.
- EMA recognise that it must fulfil its role as a responsible neighbour to existing noise and air pollution sensitive uses

6.114. Whilst recognising the critical economic importance of the airport, the Council as local planning authority has to balance this against any impacts upon local communities and the wider environment, including climate change.

6.115. Aircraft and airport operations at East Midlands Airport result in high levels of noise disturbance, particularly at night when background noise is generally lower. To help manage the impact of noise, a Noise Plan (2024-28) has been adopted which seeks to tighten the noise controls and also widens the restrictions on the type of aircraft that operate at night.

6.116. The Council will continue to work with the airport operator to ensure that noise and air quality issues are properly addressed, including ensuring that any potential implications that might arise from new development at the airport are adequately addressed through mitigation.

6.117. Airport operations on-site are certified carbon neutral under the Airport Carbon Neutral Accreditation programme, but further reductions are needed from other sources, including transport for passengers and cargo. The airport has supported increased public transport serving both the airport and nearby communities. Although private cars will remain the main mode of transport, access mode, we want to work with the airport to increase public transport use including bus and rail provision including linkages to East Midlands Parkway.

6.118. Policy Ec8 ensures that development within the airport is limited to uses that require or benefit from an airport location. These uses may include operational facilities, passenger terminals, cargo infrastructure and ancillary services and commercial enterprises (for example hotels). This includes land at Pegasus Business Park which has planning permission for office type development but where limited development has occurred. Additional improvements to the public transport access, customer car parking and electric vehicle (EV) charging facilities will be supported.

6.119. To accommodate the projected growth of the airport, any new developments that would increase airport capacity must demonstrate that they meet environmental standards, particularly regarding noise air quality, and carbon emissions. The airport must also ensure that public transport accessibility is improved to reduce road traffic generation and to further the goal of achieving net zero emission from non-aircraft operations.

**Policy Ec8 – East Midlands Airport**

(1) The growth of East Midlands Airport for both passengers and cargo will be supported to enable it to fulfil its role as a regional airport subject to satisfying the policies of this Local Plan and any other material considerations, including an up-to date Airport Masterplan.

(2) Within the airport limit, as defined on the Policies Map, development will be limited to the following uses:

(a) Operational facilities and infrastructure; and
(b) Passenger and terminal facilities; and
(c) Cargo facilities; and
(d) Airport ancillary infrastructure where the proposed development requires and benefits from an airport location and is of a scale that is appropriate to that relationship; and
(e) Landscape works; and
(f) Internal highways and infrastructure; and
(g) Improvements to public transport and airport customer car parking including the provision of EV charging facilities

(3) New development that gives rise to a material increase in airport capacity or capability will be required to:

(a) Incorporate measures to ensure that the impact of noise on local residents satisfies relevant standards; and
(b) Incorporate measures to ensure that local air quality satisfies relevant standards; and
(c) Maximise opportunities to achieve net zero carbon in respect of proposed buildings and non – aircraft operations, including the incorporation of climate change resilience measures; and the provision of green infrastructure measures, subject to not conflicting with the safe operation of the airport or aircraft; and
(d) Be accompanied by improvements in public transport access to the airport and other measures that will reduce the level of airport-generated road traffic (per passenger).

## Policy Ec9 - East Midlands Airport: Safeguarding

6.120. East Midlands Airport (EMA) is an officially safeguarded civil aerodrome, and safeguarding is essential to ensure that development in its vicinity does not endanger life nor compromise the safe and efficient operation of aircraft. Official safeguarding is undertaken in accordance with the Government's DfT/ODPM Circular 1/2003, which provides statutory advice to local planning authorities on the safeguarding of aerodromes and sets out the system through which safeguarding zones (maps) are issued and updated. These safeguarding zones identify areas where consultation with the airport operator is required, and where specific forms of development may present aviation safety risks.

6.121. The safeguarding zone for East Midlands Airport is shown on the policies map. Within the identified safeguarding area the view of the Civil Aviation Authority (CAA) will be sought to assess development for safeguarding risks including:

a. obstacles or structures of excessive height
b. reflective surfaces that cause glint or glare (eg solar farms)
c. lighting schemes that could confuse pilots
d. activities that generate electromagnetic interference affecting navigation or radar systems, and land uses that may attract hazardous bird activity.

6.122. Beyond the identified safeguarding area there are two additional CAA consultation zones areas.

6.123. The first consultation zone applies to up to 13 km from the aerodrome (See Circular 1/2003) and requires that uses that may attract large numbers of birds—such as large bodies of water, waste operations, quarrying, nature reserves, and significant landscaping—require careful assessment.

6.124. The second consultation zone applies to up to 30 km from the aerodrome (See CAA guidance (CAP 738) "Safeguarding of Aerodromes") and relates to wind turbine developments which may present risks through turbulence effects, blade tip height, and interference with radar or air traffic control systems.

6.125. Development within the safeguarding area and the CAA consultation zones can often be made acceptable through design modifications or mitigation measures, such as height reductions, alternative layout or orientation, glare-reducing materials, bird-attractant management plans, or electromagnetic shielding. However, where such measures cannot adequately eliminate risks, planning permission will not be supported. Safeguarding therefore ensures that growth and development in the wider area can proceed in a way that protects lives, maintains air safety and protects East Midlands Airport's important role in the local and national economy.

**Policy Ec9 – East Midlands Airport: Safeguarding**

(1) Development which would adversely affect the operational integrity or safety of East Midlands Airport or aircraft operating at the airport and in the vicinity will not be permitted.

(2) The outer boundary of the Safeguarded Area is shown on the Policies Map and within this area consultation will be undertaken with East Midlands Airport for the following proposals:

(a) All buildings, structures, erections and works that exceed the height specified on the safeguarding map;
(b) Any proposed development in the vicinity of East Midlands Airport which may have the potential to interfere with the operation of its navigational aids, radio aids and telecommunication systems;
(c) The lighting elements of a development which may have the potential to distract or confuse pilots, particularly in the immediate vicinity of the aerodrome and of the aircraft approach paths;
(d) Any proposal for an aviation use within a 13km circle centred on East Midlands Airport;
(e) Any proposal within a 13km circle centred on East Midlands Airport which has the potential to attract large numbers of birds. Such proposals include:
    (i) significant landscaping or tree planting;
    (ii) minerals extraction or quarrying;
    (iii) waste disposal or management;
    (iv) reservoirs or other significant water bodies;
    (v) land restoration schemes;
    (vi) sewage works;
    (vii) nature reserves;
    (viii) bird sanctuaries.
(f) Any proposal for a wind turbine development within a 30km circle centred on East Midlands Airport.
(g) Proposals for large-scale solar photovoltaic arrays which have the potential to generate glint and glare, particularly in the immediate vicinity of the airport and of the airport approach and departure paths.

## Policy Ec10 - East Midlands Airport: Public Safety Zones

6.126. Public Safety Zones (PSZ) are designated areas (See DfT Circular 01/2010 – Control of Development in Airport Public Safety Zones) of land situated at the ends of runways at the busiest airports in the UK, including East Midlands Airport (EMA). Within PSZ's land use

planning restrictions are applied to reduce the risk to life (gatherings of groups of people) in the unlikely event of an aircraft accident during take-off or landing. These zones are specifically designed to limit human activity in areas with a higher potential for danger (1:100,000 and 1:10,000 possibility) based on the assessed level of risk associated with aircraft operations and on land uses in and around the PSZ which generate ground activity.

6.127. The PSZ's at East Midlands Airport were initially established to cover areas around the ends of the airports runways, including parts of Donnington Park and the southern edge of Kegworth. Following a national review of PSZ's at UK airports in 2021, the area of the PSZ's at the end of EMA's runways have been substantially reduced. This reflects improvements in aircraft technology and a review of the accident risks. The new EMA PSZ's are largely within the airfield, but extending into the easterly part of Donington Park, and across the M1 into an an area of open land to the west of Kegworth part of which is identified for strategic warehousing under policy EMP97.

6.128. The PSZ consists of two areas based on the assessed levels of risk:

- The 1:10,000 risk contour
- The 1:100,000 risk contour

6.129. As a result of the changes to the PSZ, the 1 in 10,000 risk contour only relates to land that is within the airport boundary. Therefore, it is not necessary for the policy to refer to this area.

6.130. The 1:100,000 risk contour represents a larger area with a lower level of risk and includes parts of Donnington Park and surrounding land. Planning policies for the PSZ (1:100,000 risk contour) aim to prevent new development or changes of use that would increase the density of people or create large gatherings of people in these areas. The policy is focused on protecting human life and protecting the operational environment of the EMA. The policy takes a positive approach to supporting developments of low density nature with low levels of activity for example car parking, agricultural buildings, buildings housing plant and machinery and open storage.

**Policy Ec10 – East Midlands Airport: Public Safety Zones**

(1) There will be a general presumption against new or replacement development or changes of use of existing buildings within the designated East Midlands Airport Public Safety Zones identified on the Policies Map. However, within the 1 in 100,000 Public Safety Zones, the following developments may be permitted:

(a) an extension or alteration to a dwelling house which is for the purpose of enlarging or improving the living accommodation for the benefit of the people living in it, such people forming a single household, or which is for the purpose of a 'granny annex';
(b) an extension or alteration to a property (not being a single dwelling house or other residential building) which could not reasonably be expected to

increase the number of people working or congregating in or at the property beyond the current level, or, if greater, the number authorised by an extant planning permission;

(c) a change of use of a building or of land which could not reasonably be expected to increase the number of people living, working or congregating in or at the property or land beyond the current level or, if greater, the number authorised by any extant planning permission;

(d) other forms of new or replacement development which would involve a low density of people living, working or congregating within the site, such as:

(i) long stay and employee car parking (where the minimum stay is expected to be in excess of six hours);

(ii) open storage and other forms of storage and distribution use (excluding those, such as distribution centres, sorting depots and retail warehouses) which would result in very few, if any, people being present on a site at any given time, and subject to conditions to prevent the future intensification of the use of the site and limit the number of employees present;

(iii) development likely to introduce very few or no people on to a site on a regular basis, such as unmanned structures, engineering operations, buildings housing plant or machinery, agricultural buildings and operations, buildings and structures in domestic curtilage incidental to dwelling house use, and buildings for storage purposes ancillary to existing industrial development;

(iv) public open space, where there is a reasonable expectation of low intensity use, but excluding such uses as children's playgrounds, playing fields or sports grounds which would be likely to attract significant numbers of people on a regular basis;

(v) golf courses, but not clubhouses; and

(vi) allotments.

## Policy Ec11 – Donington Park Circuit

6.131. Donington Park is a long-established motorsport circuit, originating in the 1930s as part of the Donington Hall Estate. The site hosts a wide range of national and international motorsport events. In addition, Donington Park accommodates a variety of ancillary and commercial activities associated with vehicle use, testing, training and hospitality. It also provides a base for automotive businesses through the lease of commercial property and hosts the annual Download music festival.

6.132. The ongoing investment required to manage and operate a race circuit to an international standard is significant and income generation from additional uses of Donington Park is vital to its economic viability and prospects. Any further economic development at the circuit

needs to be balanced against any social and environmental impacts, particularly noise, traffic and transport and the historic environment.

### Noise

6.133. Motorsport is a noisy activity which, whilst part of the enjoyment for many racing enthusiasts, can give rise to complaints in the local area. Noise from circuit activity is controlled by a combination of planning conditions and a voluntary noise management plan. This enables Donington Park to maximise use of the circuit by controlling the number of days and hours of operation, with limits on the noise produced by participating vehicles for certain activities.

### Traffic and transport

6.134. Donington Park circuit is located about 4km from junction 23A of the M1 and is connected to the M1 and the A42 via the A453. On certain weekends, the local road network can experience high traffic flows due to the combination of visitors to the circuit with those travelling to East Midlands Airport. In the past, excessive traffic has affected the roads in Castle Donington and when visitor numbers have been particularly high, the A453 and junctions 23A and 24 of the M1.

6.135. In terms of sustainable transport, there is a dedicated bus stop located outside the circuit's east entrance, which is served by several frequent bus services providing links between East Midlands Airport, Castle Donington, Coalville and a range of destinations in Leicestershire and Nottinghamshire. The closest railway station is East Midlands Parkway but there is no regular bus service linking it to Donington Park. The Council would support any proposals to enhance public transport provision between the railway station and the Circuit.

### The Historic Environment

6.136. Donington Park was the second racing circuit constructed in Great Britain. Whilst the racetrack was rebuilt in 1977, sections of the 1931 racetrack, including Craners Curves and McLeans Corner, survive and form part of the circuit's racing heritage.

6.137. Donington Park Circuit adjoins substantial remains of a medieval deer park, comprising a functioning deer park, Donington Hall (Grade II* listed) and its grounds, a detached area of parkland trees, Home Farmhouse (Grade II listed) and an industrial hamlet at King's Mills. There are two parkland heritage assets within the boundary of the circuit; Coppice Lodge and Starkey's Bridge (both Grade II listed).

**Policy Ec11– Donington Park Circuit**

(1) The development of Donington Park Circuit as a national and international racing circuit will be supported.

(2) Within the boundaries of Donington Park Circuit, as defined on the Policies Map, development will be limited to:

(a) Facilities and infrastructure meeting the operational needs of the racetrack including motorsport and spectator facilities;

(b) Facilities and infrastructure for driver training and driving experiences;
(c) Motorsport and automotive uses which have a clear relationship with the existing uses at the circuit and is of a scale appropriate to that relationship. This shall include developments associated with the design, racing, testing and maintenance of motorsport vehicles;
(d) Landscape works; and
(e) Internal highways and infrastructure.

(3) Where necessary, development at Donington Park Circuit, particularly that which gives rise to a material increase in the use of the racetrack or the number of visitors, will be required to:

(a) Incorporate measures to mitigate and reduce to a minimum any noise impact which would adversely and unacceptably affect local residents and the wider area;
(b) Provide improvements in public transport access to and from the Circuit where viable, including enhanced provision to East Midlands Parkway, and/or other appropriate sustainable transport measures that will reduce the impact of event and operational traffic on the local and strategic network;
(c) Retain existing mature trees and woodland and provide a landscaping scheme that mitigates its effects on the local landscape; and
(d) Conserve or enhance the site's racing and parkland heritage and heritage assets.

## Policy Ec12 - Tourist Attractions and Visitor Accommodation

6.138. The National Planning Policy Framework (NPPF) supports sustainable tourism and leisure developments, particularly in rural areas providing they respect the character of the countryside.

6.139. The Council, in the North West Leicestershire Economic Growth Plan (2022-2025) recognises the importance of sustainable tourism on the visitor economy and rural diversification.

### Tourist and visitor attractions

6.140. There is a range of tourist and visitor attractions in North West Leicestershire which benefit the local economy by creating jobs and increasing visitor spending. These include attractions aimed at those attending specific events or day visits, including Ashby de la Zouch Castle, Ashby Lido, Snibston Country Park and the 1620s Manor House. Several visitor attractions are located in the National Forest including Hicks Lodge Cycle Centre, Moira Furnace, Sence Valley Country Park and Conkers. The district is also home to East Midlands Airport and Donington Park Circuit.

6.141. The Council will work with the National Forest Company and other tourist organisations to maximise the opportunities for tourism and visitor attractions in the district. The National Forest Company has published the National Forest Tourism Growth Plan 2017-2027 which

outlines strategies to grow sustainable tourism. Policy En3 also supports the aspirations of the National Forest.

6.142. The loss of existing tourist attractions and facilities will be strongly resisted. Proposals which would result in the loss of an attraction must be justified and robust evidence must be provided to demonstrate that the existing use is unviable, and its retention has been fully explored. Applicants must provide evidence of marketing for a period of at least six months at current market value. We will expect applicants to have marketed the attraction through multiple channels.

### Visitor accommodation

6.143. There is a range of visitor accommodation available in North West Leicestershire, ranging from hotels concentrated around East Midlands Airport and Ashby de la Zouch, to lodges and camping associated with the National Forest.

### Existing visitor accommodation

6.144. The owners of existing visitor accommodation may seek to grow their business, for example by providing additional bedspaces to meet an increase in demand or by providing additional facilities to enhance their accommodation offer. The Council will generally support proposals for the expansion and enhancement of existing accommodation. Development will need to be a high-quality design and any additional impacts (including, but not limited to, noise, traffic, visual and landscape impact) must be appropriately mitigated.

### New visitor accommodation

6.145. All applications for new visitor accommodation will need to be supported by evidence of need. Applicants should have developed a business case in advance of submitting a planning application and this will help demonstrate evidence of need to the Council. This could include evidence of market testing or evidence of an unmet demand for existing accommodation in the area.

6.146. Hotels are defined as *main town centre uses* in the NPPF (Glossary). Any applications for hotels that are not located in town centres (as defined on the Policies Map) must be supported by a sequential test.

6.147. Some types of visitor accommodation (including lodges, glamping, camping, caravans) are more suited to a countryside location, especially where they are associated with the National Forest. However, applicants for visitor accommodation in the countryside must robustly demonstrate a need for the type of accommodation proposed in that particular location. The need for any onsite overnight manager's accommodation must also be justified. The Council will give particular support to any proposals that make use of previously developed land or are well related to existing tourist attractions/facilities (especially by sustainable modes of transport).

6.148. New visitor accommodation in the National Forest will be supported where it has regard to the design principles in the National Forest Company's Sustainable Tourism Accommodation Guide.

6.149. To ensure that any new visitor accommodation is used for the purposes for which it was intended, planning conditions or Section 106 legal agreements will be applied to planning permissions which limit all new visitor accommodation to holiday use only.

### The loss of visitor accommodation

6.150. The loss of visitor accommodation to other uses will be resisted. Any proposal for the loss of visitor accommodation should demonstrate that every effort has been made to retain the accommodation for a period of at least 24 months. This is deemed a suitable period to establish the accommodation business and by covering two calendar years will cover several quiet and busy holiday periods. Applicants must provide booking information for at a period of at least 24 months as well as evidence that they have actively marketed the accommodation for the same 24-month period. Booking information should include booking records as well as evidence of the price the accommodation was marketed for over the 24 months (and any adjustments made to the price). The Council will expect applicants to have marketed the accommodation through multiple channels, such as its own and, where relevant, the National Forest website.

**Policy Ec12 – Tourist Attractions and Visitor Accommodation (Strategic Policy)**

**Tourist Attractions and Facilities**

(1) The Council will maximise the potential for tourist attractions and facilities in the district by supporting:

(a) The retention of existing tourist attractions and facilities which contribute to the local economy.
(b) The development of new tourist attractions or the enhancement or expansion of existing tourist attractions and facilities where it accords with the principles of sustainable development and is not detrimental to the surrounding area
(c) The enhancement of the environment and local distinctiveness, including heritage and landscapes, which increase the attractiveness of the district to visitors.

(2) Where the expansion of an existing tourist attraction or the development of a new tourist attraction gives rise to a material increase in visitors, applicants will be expected to provide improvements in public transport accessibility, where viable, and/or other appropriate transport measures that will encourage sustainable travel.

(3) Proposals that would result in the loss of a tourist attraction will not be permitted unless clear evidence is provided to demonstrate that the continued use is no longer viable, including:

(a) Evidence that there is no longer a demand for the attraction from the general public as demonstrated by visitor numbers for the last 24 months;
(b) Evidence there is no commercial demand for the attraction, and it has been robustly marketed at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant; and
(c) There is no reasonable prospect of the premises being used for an alternative tourist attraction use.

**Visitor Accommodation**

(4) The enhancement or expansion of existing visitor accommodation will be supported, where it accords with the principles of sustainable development and is not detrimental to the surrounding area.

(5) Applications for new visitor accommodation will be supported where it has been robustly demonstrated that there is a need for the type of accommodation in the location proposed and where it accords with the principles of sustainable development and is not detrimental to the surrounding area.

(6) Any planning applications for the conversion of or redevelopment of visitor accommodation to permanent residential accommodation must demonstrate that:

(a) The visitor accommodation in question has been robustly marketed to potential visitors over a continuous period of at least 24 months; and
(b) The booking records over a period of at least 24 months shows there is a lack of demand for the visitor accommodation. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.

(7) Planning conditions or Section 106 legal agreements will be applied to new visitor accommodation to ensure it is limited to holiday use and is not used as permanent residential accommodation.

# 7. TOWN & LOCAL CENTRES

## Introduction

7.1. National planning policy identifies town centres as the heart of local communities, providing a destination to shop, work and visit, as well as a place to live. Policies should take a positive approach to their growth and management, supporting a diverse range of uses, including appropriate residential development, to maintain long-term vitality and viability. Local plans must define a network and hierarchy of centres and their boundaries and apply the sequential test to proposals for main town centres uses.

## Policy TC1 Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)

7.2. Our town and local centres play an important role in providing convenient access to services and facilities, meet day-to-day needs and act as focal points for our communities. However, while most food shopping (convenience[19] ) is undertaken locally, residents are more likely to travel to larger centres outside the district for comparison shopping[20], reflecting their wider range and choice of shops. Changes in shopping habits, including the increased use of online shopping, present ongoing challenges. In response our centres should support a diverse mix of uses. Retail should form part of this wider mix, alongside residential and other main town centre uses, to help support a strong daytime and evening economy.

7.3. This policy seeks to support the vitality and viability of the district's town and local centres by ensuring they remain the primary focus for a broad range of uses serving local communities. In assessing the impact of non-retail uses we shall consider the nature of nearby uses and the concentration of non-retail uses.

7.4. Residential development can contribute positively by increasing footfall and contributing to the diversity of uses. Residential uses on upper floors or to the rear of commercial properties, will be supported where they do not undermine the delivery and operation of main town centre uses. All proposals must also provide adequate living conditions for future occupants in terms of internal space, noise, outlook, light and privacy.

7.5. In order to have more recent evidence, the Council commissioned a Retail and Leisure Capacity Study (RLCS) in 2019, followed by a Retail Study Update Report (2020), which took account of more up-to-date population information and also assessed the potential impact of the Covid-19 pandemic. The NPPF requires policies to allocate a range of suitable sites to meet needs over at least a ten-year period. The Retail Study Update Report 2020 estimates the district's future need for additional shopping and leisure related floorspace up to 2036 (See Table X below).

[19] Consumer goods purchased on a regular basis such as food/groceries and cleaning materials
[20] Durable goods such as clothing, household goods, furniture, DIY and electrical goods

Table X: Summary of floorspace projections up to 2036 (sq. m gross)

| | Convenience | Comparison | Food/Beverage | Total |
|---|---|---|---|---|
| **Ashby de la Zouch** | 1342 | 1962 | 1114 | 4418 |
| **Coalville** | 3888 | 1774 | 655 | 6317 |
| **Other NW Leicestershire** | 1243 | 625 | 791 | 2659 |
| **Total** | 6473 | 4361 | 2560 | 13394 |

7.6. Since the publication of these projections, planning permission has been granted for the following retail developments.

- Aldi Supermarket, Station Road, Castle Donington with a total retail floorspace of 1786 sqm.
- Lidl Supermarket, Resolution Road, Ashby de la Zouch with a total retail floorspace of 1331 sqm (Convenience – 1065 sqm and Comparison – 266 sqm)

Both have now been completed and are accounted for in Policy TC1 which sets out the future floorspace requirements for the first 12 years of the plan period. Future requirements can largely be met though the by re-use of vacant premises and more efficient use of existing floorspace. As a result, there is no pressing need to allocate sites for future retail and food and drink related development.

7.7. The district's retail hierarchy is based on floorspace projections and the scale and range of facilities in each centre. Town and local centres boundaries and primary shopping areas are defined on the Policies Map and support the application of the sequential test.

- **Town Centres**: Coalville and Ashby de la Zouch are the district's principal shopping destinations, offering the widest range of shopping, service and community facilities. They serve both the day-to-day needs of local residents and shoppers from across the district. A primary shopping area, within which retail development is concentrated, is identified in each town centres.
- **Local Centres:** Castle Donington, Ibstock, Kegworth and Measham vary in scale but primarily provide local services to meet the day-to-day needs of their residents. The primary shopping area in each of these centres comprises the whole of the local centre.

7.8. One of the Council's key priorities is supporting Coalville to become a more vibrant, family friendly town. The Coalville Regeneration Farmwork (2023) aims to enhance and improve Coalville town centre and increase the number of visitors and their dwell time. Regeneration is focused on developing the town around four key squares, supported by an improved public realm, better connectivity and a new development. Key projects delivered to date include the revitalisation of Marlborough Square, the new home to Newmarket and improvement to

public spaces within the Belvoir Centre. Future projects include the redevelopment of the Old Market Hall site, restoration of the former co-operative store and a mixed-use development at Needham's Walk

**Policy TC1 – Town and Local Centres: Hierarchy and Management of Development (Strategic Policy)**

The combined retail and food/beverage floorspace requirements for the district to 2036 is 12,200sqm and a detailed breakdown is provided below. These requirements[21] could be met through the re-occupation of vacant units and/or new development.

| | Convenience | Comparison | Food/Beverage | Total |
|---|---|---|---|---|
| **Ashby de la Zouch** | 300 | 1700 | 1100 | 3100 |
| **Coalville** | 3900 | 1800 | 700 | 6400 |
| **Other NW Leicestershire** | 0 | 600 | 800 | 1400 |
| **Total** | 4200 | 4100 | 2600 | 10,900 |

(1) For the purposes of considering proposals for the development of retail, leisure, entertainment, arts, culture, office and other Main Town Centre Uses (as defined in the NPPF) and applying the sequential test, the following hierarchy of Town and Local Centres are identified:
- Town Centres: Coalville and Ashby de la Zouch
- Local Centres: Castle Donington, Ibstock, Kegworth and Measham

(2) Planning permission will be granted for Main Town Centre Uses that are located within a Town or Local Centre, as identified on the Policies Map, where the proposal:

(a) Is appropriate to the scale and function of each centre; and
(b) Makes a positive contribution to the diversity of uses on offer in that centre whilst not unacceptably impacting on daytime footfall; and
(c) Does not result in an over-concentration of non-retail uses taking into account the nature and proximity of uses in the immediate area; and
(d) Maintains or provides an active ground floor frontage, particularly throughout the daytime unless it can be demonstrated it is not possible; and
(e) Does not have an adverse impact on the occupiers of neighbouring properties.

[21] Floorspace requirements rounded to the nearest 100

**(3)** Proposals for residential uses will be supported within a defined town and local centre provided it does not have an adverse impact on the vitality and viability of the centre subject to criteria 2a) to e) and achieving a suitable level of amenity for future occupiers.

(4) In accordance with the National Planning Policy Framework, for retail and leisure development proposed outside of the Town and Local Centres as defined on the Policies Map, an impact assessment will be required based on the following local thresholds.

| Centre where development proposed | Development Threshold |
|---|---|
| **Coalville and Ashby de la Zouch** | 1000 sqm gross |
| **Castle Donington, Ibstock, Kegworth and Measham** | 500 sqm gross |

(5) The regeneration of Coalville Town Centre is a key Council priority. The Council will work with landowners, developers and businesses to bring forward proposal for development to enhance the centre and its offer, including improvements to the public realm which will be sought, either in association with new development or as a standalone scheme.

## Policy TC2 Hot Food Takeaway Uses and Fast-Food Outlets

7.9. The district has a wide range of hot food takeaways. They provide convenience and choice to our communities, add to the mix of uses in our centres and generate evening activity. However, they can harm local amenity through extended opening hours, increased traffic and on-street parking, generation of cooking odours, litter, noise and disturbance and other community safety issues.

7.10. Hot food takeaways can also provide easy access to cheap, unhealthy foods which may harm the health and well-being of our communities. Nationally, evidence suggests a link between exposure to hot food takeaways and poorer health outcomes. Takeaways are generally more common in areas of high deprivation where health outcomes are often worse. In parts of the district, there is concern about high and rising obesity levels in both children and adults.

7.11. The NPPF identifies the role of planning in promoting healthy communities and the circumstances in which applications for hot food takeaways and fast-food outlets should be refused. Planning Practice Guidance (PPG) provides further advice on how planning can contribute to a healthier food environment and recognises that a limit on the proliferation of particular uses may be appropriate. The effective management of these uses can make a positive contribution to the health and wellbeing of the district's residents, and this policy supports the Council's Health and Wellbeing Strategy (2018–2028) that seeks to improve health and wellbeing across the district.

7.12. Health is now embedded as a key theme throughout national policy and planning policies and decisions should enable and support healthy lifestyles. This policy seeks to restrict the provision of hot food take aways and fast-food outlets around those locations often frequented by children and young people. Whilst there is no formal definition of 'places where children and young people congregate' this can include schools, youth and community centres, leisure centres and parks and playgrounds. Both primary and secondary schools are included as it is recognised that children or families may use hot food takeaways on the way home from school and also the presence of an adult does not necessarily mean foods will not be consumed by children. A reasonable walking distance is considered to be 400m, which generally equates to a 5-minute walk. The distance will be measured from the entry point to the school or facility along a realistic walking route taking into account local factors, such as the safety and convenience of the route, footpath provision and terrain.

7.13. In considering whether a proposal would result in an over-concentration of takeaway uses and its impact on the area, regard will be had to the number of existing hot food takeaway and fast-food outlet establishments in the immediate area and their proximity to one another, whether the proposal would result in a consecutive run of such uses and the type of other uses in the locality.

7.14. In determining the potential impact upon the health of residents, consideration will be also given to health indicators for the local community (e.g. public health data, deprivation levels and overweight and obesity rates) and open hours of the proposed establishment. Where necessary, impacts may be mitigated through the use of planning conditions to restrict opening hours, particularly during school lunch breaks and at the end of the school day.

**Policy TC2 – Hot Food Takeaway Uses and Fast-food Outlets**

(1) The Council will not support applications for hot food takeaways and fast-food outlets within walking distance of schools and other places where children and young people congregate, unless the site is within a designated town and local centre, subject to satisfying part (2) of this policy.

(2) All other applications for hot food takeaways and fast-food outlets will be supported where:

(a) It does not lead to an unacceptable concentration of hot food takeaways taking into account the location and number of existing hot food takeaway uses in the immediate area; and
(b) There is not likely to be an unacceptable impact on the health of residents; and
(c) They do not have a negative impact upon the amenity and safety of residents and other businesses in the area having regard to highway safety and parking, hours of operation, control of odours and cooking smells; and
(d) There is not likely to be an unacceptable impact on anti-social behaviour in the area; and

(e) They would provide and maintain a satisfactory means of litter and waste disposal through the provision of litter bins within the premises and commitments to display anti-litter signs around the premises.

# 8. INFRASTRUCTURE AND FACILITIES

## Introduction

8.1. New development makes additional demands on infrastructure. This infrastructure can be physical (e.g. transport, water and energy supply), social (e.g. education, health, sport) or environmental (e.g. open spaces, biodiversity). It is important that future growth is supported by appropriate levels of infrastructure.

8.2. This chapter sets out our approach to securing infrastructure and more specific requirements for different types of infrastructure. The policies are supported by an Infrastructure Delivery Plan (IDP) which will be monitored on an annual basis and updated accordingly.

8.3. Infrastructure will be delivered by a variety of partners including the District Council, Leicestershire County Council, government departments, public agencies, and utility service providers. The role of the IDP is to ensure that all the service providers' strategies and investment plans are developed alongside and align with the Local Plan to ensure the timely delivery of infrastructure.

## Policy IF1 – Development and Infrastructure (Strategic Policy)

8.4. The National Planning Policy Framework (NPPF) requires that growth is supported by the timely provision of infrastructure (paragraph 11) and that plans make sufficient provision for a range of infrastructure, including transport, health, education, water, waste and green infrastructure (paragraph 20).

8.5. Infrastructure is essential to support development and can be physical (for example, roads or schools), social (e.g. affordable housing) or green (e.g. tree planting). It should be provided to meet the needs of new development and to avoid placing additional pressure on existing infrastructure and communities

8.6. The Council currently secures infrastructure through planning obligations (Section 106 agreements). In accordance with the Community Infrastructure Levy Regulations 2010, obligations must be:

a) necessary to make the development acceptable in planning terms;
(b) directly related to the development; and
(c) fairly and reasonably related in scale and kind to the development.

8.7. Section 106 agreements are entered into by the Council, the applicant and, where necessary, other delivery partners. Provision should be made on-site wherever possible. Where on-site provision is not feasible, or where development affects off-site infrastructure (such as school capacity), a financial contribution may be required. Planning obligations may also secure non-physical measures, including training, skills and travel plans.

8.8. Occasionally, an applicant may seek a change to a S106 agreement because it negatively impacts a development's viability. In such circumstances, national planning policy is clear that it is for the applicant to justify the need for a viability assessment.

8.9. The Local Plan is accompanied by an Infrastructure Delivery Plan (IDP). Informed by engagement with a range of stakeholders and infrastructure providers, the IDP confirms that there are currently no infrastructure types that would fundamentally prevent delivery of the scale of growth proposed in the Local Plan. Whilst most infrastructure requirements arise directly from the growth proposed in this Plan, several also address existing baseline infrastructure needs across the district.

8.10. Infrastructure schemes have been prioritised having regard to their deliverability in a constrained funding environment, reliant upon limited funds from both developer contributions and external investment (such as government funding). It is therefore recognised that not all schemes identified in the Infrastructure Schedule will be delivered. Nevertheless, the Schedule provides a basis for informing funding decisions and ongoing collaboration between the Council.

8.11. The IDP covers a wide range of infrastructure types, including transport, education, emergency and healthcare services, green infrastructure (including open space), community facilities and utilities. In relation to transport, it highlights specific areas where interventions are required, including the A511 corridor and the M1 Junction 24/East Midlands Airport area.

8.12. Infrastructure requirements are set out in the IDP by:

- Scheme reference
- Infrastructure type
- Scheme description
- Scheme location
- Anticipated cost
- Delivery body
- Funding method
- Contributing sites
- Delivery phasing
- Prioritisation
- Source of scheme

8.13. The IDP is a live document and will be reviewed as necessary as the Local Plan progresses through examination and implementation. This will be undertaken through the Council's annual monitoring processes, ensuring that decisions are informed by the most up-to-date understanding of infrastructure needs and supporting the delivery of sustainable development in North West Leicestershire.

**Policy IF1 – Development and Infrastructure (Strategic Policy)**

**Infrastructure requirements**

(1) Development will be supported by, and make contributions as appropriate to, the provision of new physical, social and green infrastructure in order to

mitigate its individual and cumulative impact upon the environment and communities.

(2) The type of infrastructure required to support new development includes, but is not limited to:

(a) Affordable housing; and
(b) Community facilities including education, healthcare, local shops, cultural facilities and community safety; and
(c) Transport including highways, footpaths and cycleways, public transport and associated facilities including, where necessary, strategic transport improvements associated with the East Midlands airport/ M1 Junction 24 area or the A511 Corridor; and
(d) Green infrastructure including open space, sport and recreation, National Forest planting (either new provision or enhancement of existing sites) and provision of or improvements to sites of nature conservation value; and
(e) The provision of full fibre broadband connection; and
(f) Utilities, waste and recycling facilities; and
(g) Flood prevention and sustainable drainage.

**Securing provision**

(3) Contributions may be secured by means of planning obligations and/or a Community Infrastructure Levy charge, in the event that the Council brings a Charging schedule into effect or Section 278 Legal Agreements for highways infrastructure.

(4) The infrastructure secured (on or off-site) will be provided either as part of the development or through a financial contribution to the appropriate service provider and may include the long-term management and maintenance of the infrastructure.

(5) In negotiating the provision of infrastructure, the Council will have due regard to viability issues and where appropriate will require that the applicant provide viability information to the Council which will then be subject to independent verification.

(6) Any request to seek amendments to an existing a Section 106 legal agreement which would result in a lesser provision of infrastructure, will only be considered where a fully transparent open book viability assessment has proven that full mitigation cannot be afforded, allowing only for the minimum level of developer profit and landowner receipt necessary for the development to proceed.

(7) The Council will work closely with infrastructure providers to ensure inclusion of infrastructure schemes within their programmes, plans and strategies, and delivery of specific infrastructure requirements in conjunction with individual development schemes and the expected timing of development coming

forward. The Council will also work with partners and other stakeholders to secure public funding towards infrastructure, where possible.

## Policy IF2 – Community Facilities (Strategic Policy)

8.14. Community facilities are buildings or spaces which provide a valuable service that local people rely upon, including for their everyday needs. There is no single, definitive list of 'community facilities' but the following are examples:

- **Meeting places** – village hall, community hall, social club
- **Health services** – dentist, GP, pharmacy
- **Cultural & sports facilities** – library, museum, place of worship, sports venue (building), theatre
- **Certain commercial uses** - pub, convenience shop, post office

8.15. These are places where there is social interaction which can be especially important for residents at risk of feeling isolated. They enhance residents' quality of life and, as the population ages, retaining such key local facilities is increasingly important. Having facilities close to where people live is also integral to a settlement's overall sustainability, as recognised in the Settlement Study 2021.

8.16. Shops, medical/health services and indoor sports facilities fall within Use Class E which means that planning permission is not required to put premises to an alternative use within Class E. In addition, Class MA of the GPDO permits the change of use of a building in Use Class E to Use Class C3 (dwelling house), for floorspace up to 1,500 sqm, subject to a prior approval application and meeting relevant conditions, including vacancy and use requirements. This means that a new community facility can be established, or an existing one lost, without planning permission being required. Where planning permission is required however, Policy IF2 will be applied.

8.17. Policy IF2 is the Council's response to the NPPF requirement to plan positively for the provision of community facilities and to resist their unnecessary loss (paragraph 98). The policy provides 'in principle' support for such facilities and additionally, in countryside locations, requires clear evidence of a local need for the proposed new or expanded facility. Such supporting information could include:

- Local Plan evidence base documents
- Demographic and population data
- Evidence of demand and/or insufficient existing capacity
- Community feedback

8.18. Proposals which would result in the loss of a facility must be justified and part (2) of Policy IF2 sets out the limited circumstances where a loss could be acceptable. The types of substantiating evidence which could be supplied include the following:

- **Facility no longer needed** – include details relating to trends in bookings, membership numbers, visitor numbers, turnover.
- **Access to a facility elsewhere** – demonstrate the availability of a matched level and type of service to which the community has convenient access. Assessing the sufficiency and accessibility of alternative provision will be a matter of judgement and should take into account matters including equivalence, proximity and whether it would be feasible for residents to reach the alternative service using sustainable modes of transport (walking, cycling and public transport).
- **No prospect of being used for alternative community facility** – outcomes of contact with local service providers, community groups, parish council etc.
- **No commercial demand** – compelling evidence to demonstrate that the premises have been actively marketed for its permitted use for at least 6 months at current market values taking account of the building's condition. Information should be submitted about the outcomes of the marketing and reasons given why the property could not be sold/let for its permitted use.

8.19. Where significant new housing is proposed, applicants are expected to provide or contribute to requisite community infrastructure in line with the tests for planning obligations (NPPF paragraph 58).

**Policy IF2 – Community Facilities (Strategic Policy)**

(1) Proposals for new, extended or improved community facilities will be supported. For development in the countryside, it must be demonstrated that the proposal will address a proven local need for the facility.

(2) Proposals that will result in the loss of premises currently or last used as a community facility will be permitted where it is clearly demonstrated that:

(a) Either (i) the facility is no longer needed; or (ii) the community has reasonable access to a suitable, equivalent facility elsewhere; and
(b) There is no reasonable prospect of the premises being used for an alternative community facility; and
(c) For commercial community facilities only, there is insufficient demand to use the premises for their current/most recent use as evidenced by robust marketing of the premises at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the applicant's expense.

(3) Major residential/residential-led development is required to provide or contribute to new community facilities where no facilities exist or existing facilities are insufficient for the demand likely to be generated from the new development.

## Policy IF3 - Green and Blue Infrastructure (Strategic Policy)

8.20. Green infrastructure (GI) is defined by The Landscape Institute as: "The network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect villages, towns and cities. Individually, these elements are GI assets, and the roles that these assets play are GI functions. When appropriately planned, designed and managed, the assets and functions have the potential to deliver a wide range of benefits – from providing sustainable transport links to mitigating and adapting the effects of climate change."

8.21. Green infrastructure assets include open spaces such as parks and gardens, allotments, woodlands, fields, hedges, playing fields, as well as footpaths and cycleways. Assets involving water, such as ponds, lakes, rivers and canals, can also be called 'blue infrastructure', but these are all included in the overarching term of 'green infrastructure'.

8.22. The benefits of green infrastructure are widely recognised and include all aspects of health and wellbeing (physical, mental and social). Green infrastructure provides opportunities for increased physical activity, but also helps create a sense of place and provides habitats for wildlife. It also tends to be multi-functional and so can act as defences against flooding, alleviate some of the effects of climate change such as increased temperatures by providing cooling opportunities and absorb air pollution.

8.23. We have previously commissioned a Green Infrastructure Study. This identifies the current green infrastructure network in and around the main settlements[22] and suggests how the network could be enhanced. There is potential for some of these suggestions to be delivered as part of new development, for example by:

- creating stronger sustainable links such as footpaths, between Coalville and the Charnwood Forest landscape;
- enhancing green infrastructure provision on the north side of Ashby de la Zouch;
- improving water quality along the River Mease or
- increasing the amount of green spaces and tree planting across the district.

8.24. However, as noted in the study, there are limitations to what the Local Plan (or planning system more generally) can do to deliver green infrastructure. Firstly, any green infrastructure delivered through planning policy must be carefully balanced against viability issues. Secondly, the influence of a Local Plan broadly relates only to new development. Therefore, it can at times have limited influence over current uses of land, unless these are required to change under the planning system. Instead, many of the suggestions would have to be achieved outside of the planning system.

8.25. The provision of different types of green infrastructure will be an important component of new development. As such it is important that where such provision is to be made onsite, that it

[22] The Coalville Urban Area, Ashby de la Zouch, Castle Donington, Ibstock, Kegworth and Measham

is planned as an integral part of the development from the outset; it should not be an afterthought.

8.26. The definition of green infrastructure is broad and there are several policies in this Local Plan which are directly relevant:

- Design of new development (AP1)
- Amenity (AP2)
- Reducing Carbon Emissions (AP4)
- Health and Wellbeing (AP5)
- Flood Risk and Water Management (AP8)
- Housing Allocations (H3)
- Employment Land Allocations (Ec3)
- Open Space, Sport and Recreation (IF4)
- Transport Infrastructure and New Development (IF5)
- Nature Conservation and Biodiversity (En1)
- River Mease (En2)
- The National Forest (En3)
- Charnwood Forest (En4)

8.27. Natural England has developed a Green Infrastructure Framework which includes principles[23] and standards[24] which set out what good green infrastructure is, why it's important, how to do it well and defining what good green infrastructure looks like. These should also be used to inform the approach taken to delivering Green Infrastructure within the district.

**Policy IF3 – Green Infrastructure (Strategic Policy)**

(1) The Council will expect all major development to contribute towards the delivery of new green infrastructure and where appropriate this should connect to and enhance the existing network of multi-functional spaces and natural features throughout the district. In making provision, regard should be had to the priorities for green infrastructure identified in the Green Infrastructure Study. Such provision will be proportionate to the scale of the development and the site's context.

(2) Proposals that cause loss or harm to the green infrastructure network, including its function and amenity value, will not be permitted unless the need for and benefits of the development outweigh any adverse impacts. Existing trees, woodlands and hedgerows should be retained wherever possible.

[23] https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Principles.aspx
[24] https://designatedsites.naturalengland.org.uk/GreenInfrastructure/GIStandards.aspx

(3) Where adverse impacts on green infrastructure network are unavoidable, development will only be permitted if suitable mitigation measures for the network are provided.

## Policy IF4 – Open Space, Sport and Recreation Facilities (Strategic Policy)

8.28. National planning policy recognises the importance of high-quality open spaces and opportunities for sport and physical activity for peoples' health and wellbeing. Open space can also deliver wider benefits, for example to biodiversity and climate change mitigation.

8.29. The housing growth planned in the district will increase the demand for open space and sports facilities. Without appropriate provision from new development, existing facilities could face additional pressure and fail to meet the needs of existing and new residents.

8.30. The Council's approach to open space and sports provision is informed by the following evidence base documents:

- Open Space Study
- Playing Pitch and Outdoor Sports Strategy
- Indoor Built Facilities (Sports and Communities) Needs Assessment

8.31. These studies identify the quantity, quality and accessibility of existing provision in North West Leicestershire highlighting areas where there are deficiencies or opportunities for enhancement.

### Open Spaces

8.32. The Open Space Study assesses the provision of the following typologies:

**Table xx: Open Space Typologies**

| Open Space Typology | Description |
|---|---|
| Parks and Gardens | Publicly accessible areas such as urban parks and squares, country parks, regional parks, forest parks and formal gardens, which provide high quality opportunities for informal recreation, community events and the enjoyment of landscaped environments. |
| Natural and Semi-Natural Greenspace | Areas of predominantly natural vegetation such as woodland, grassland, heath, wetlands, open and running water, which support biodiversity, wildlife conservation and environmental education, and provide opportunities for informal recreation. |

| | |
|---|---|
| Amenity Greenspace | Areas of informal and incidental spaces close to home or work which contribute to the visual amenity and character of residential or other developed areas. |
| Provision for Children and Young People | Areas designed for play and social interaction by children and young people, including equipped play spaces and areas for informal play. |
| Allotments | Areas of land used by individuals and communities to grow produce, supporting the long-term promotion of sustainable living, health and social interaction. |
| Cemeteries, churchyards and other burial grounds | Provides burial space and a place for quiet contemplation, alongside biodiversity benefits. |

Source: North West Leicestershire Open Space Study (2025) and Fields in Trust Standards (2024)

8.33. On sites of 10 dwellings or more, the Council will seek the provision of high-quality open space in accordance with the following standards:

**Table xx: Open Space Quantity and Accessibility Standards for New Housing Development**

| Typology | Quantity standard (hectares per 1,000 population) | Accessibility standard (walking distance) (metres) |
|---|---|---|
| Parks and Gardens | 0.8 | 710 |
| Natural and Semi-Natural Greenspace | 1.8 | 720 |
| Amenity Greenspace | 0.6 | 480 |
| Provision for Children and Young People | 0.25 | 100 to 1,000 |
| Allotments | 0.25 | No standard |

8.34. No quantity or accessibility standards are set for cemeteries; provision for this typology should be based upon burial demand.

8.35. The accessibility standard for provision for children and young people varies depending the type of provision required: 100m for a Local Area for Play (LAP); 400m for Local Equipped Area for Play (LEAP) and 1km for a Neighbourhood Equipped Area for Play (NEAP).

8.36. In order to calculate the likely population from an outline planning application, applicants should use the average number of people per household in North West Leicestershire of 2.33 people (2021 Census). Where an application is in full, the population from a development should be calculated using the number of bedrooms.

8.37. Table xx should be used as a guide for determining whether an open space typology should be provided on or off-site.

**Table xx: Thresholds for on or off-site open space provision**

| Typology | 10-20 dwellings | 21-100 dwellings | 101-150 dwellings | 150-500 dwellings | 500+ dwellings |
|---|---|---|---|---|---|
| Parks and Gardens | × | × | ✓ | ✓ | ✓ |
| Natural and Semi-Natural Greenspace | × | ✓ | ✓ | ✓ | ✓ |
| Amenity Greenspace | ✓ | ✓ | ✓ | ✓ | ✓ |
| Local Area for Play | ✓ | ✓ | ✓ | ✓ | ✓ |
| Local Equipped Area for Play | × | ✓ | ✓ | ✓ | ✓ |
| Neighbourhood Equipped Area for Play | × | × | × | ✓ | ✓ |
| Allotments | × | × | × | × | ✓ |

8.38. The Council will take a flexible approach to the provision of open space, having regard to the specific circumstances of each site. For example, a site could be located within 400 metres of an existing LEAP where it may be more appropriate to secure a financial contribution towards the improvement of that off-site facility rather than require on-site provision. The Council will have regard to the Open Space Study which identifies deficiencies in the quantity and quality specific typologies in different areas of the district.

### Outdoor and Indoor Sports

8.39. In ascertaining the need for outdoor and indoor sports, the Council will have regard to the Playing Pitch and Outdoor Sports Strategy and the Indoor Built Facilities (Sports and Communities) Needs Assessment. Provision will generally be in the form of off-site financial contributions. The Council will use tools such as Sport England's Playing Pitch Calculator and Sports Facility Calculator to quantify the demand for sports facilities.

8.40. Where appropriate, the Local Football Facility Plan will be used to justify necessary improvements to changing facilities.

8.41. Where new schools are provided, they should be designed to facilitate community access to their sports facilities from the outset.

**Policy IF4 – Open Space, Sport and Recreation Facilities (Strategic Policy)**

(1) All new residential developments of 10 or more dwellings shall provide high-quality onsite open space, the starting point for which will be the standards at Table xx above. Where it is not possible to accommodate certain open space typologies onsite, off-site contributions will be sought. Provision of open space should be located onsite unless an off-site or partial off-site contribution would result in an equally beneficial enhancement to an existing open space.

(2) Where appropriate, the Council will seek the onsite provision of, or off-site contributions towards, playing pitches, outdoor sports and indoor sports facilities.

(3) Any open space, sport and recreation provision should be designed as an integral part of the proposed development in accordance with Policy AP1.

**Loss of Open Space or Sports Facilities**

(4) When assessing a development proposal which would result in the loss of an open space, sports or recreation facility, the following principles will be taken into consideration:

(a) The applicant will need to provide clear evidence that the open space, sports or recreation facility is surplus to requirements, including taking into account both the current and future population needs over the plan period;
(b) The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use;
(c) The loss of the open space, sports and recreation facility is for the purpose of providing an ancillary development which improves the functioning, usability or viability of the open space, sport and recreation uses e.g. changing rooms, toilets, assembly and function uses;
(d) The loss of the open space, sports or recreation facility will not result in the fragmentation or isolation of a site which is part of a green infrastructure corridor.

## Policy IF5 - Long-term Management of Community Assets and Stewardship

8.42. For all major proposals which include new community facilities or space, the Council expects a sustainable approach to long term strategy to ensure that new parks, play areas, SuDS, community buildings and other shared spaces created through development are properly managed to ensure long-term quality and successful placemaking. Guidance from the Town and Country Planning Associated has been used to inform this policy, there work highlights in

absence of a robust Management Strategy, assets can become neglected, inconsistently maintained or financially burdensome for residents.

8.43. This policy ensures that new community assets are supported by transparent governance, secure funding and accountable long term management, in line with national expectations for creating strong, healthy and well designed places.

- A Management or Stewardship Strategy should include the following:
- Who will own, manage and maintain each community asset long-term, including engagement with parish and town councils
- How these assts will be maintained, including what and how assets will be transferred to the relevant bodies.
- How long-term funding will be secured, for example commuted sums, endowments or grants, S106 obligations, service charges or other income streams.
- How the community has been involved.
- What assets will be transferred to management

8.44. Developers will be encouraged to engage early with the Council and with parish and town councils and this engagement meaningfully shaping the preferred approach. The Strategy should set out that opportunity has been given to the Council, and to parish or town councils, to take on the management and maintenance of assets. Where it is agreed this is not suitable, or where parish or town councils do not wish to take on management responsibilities, the Strategy should identify an alternative stewardship body.

8.45. An alternative stewardship or management body could include, but not limited to the following: Management company; Community Trust; Company Limited by Guarantee. These bodies would reinvest income back into the community and would be expected to manage specialist assets such as SuDS, parks or community buildings. Different stewardship or management bodies may be appointed for different assets, where this provides the most appropriate and effective long term management.

8.46. Where appropriate financial contributions are requested, consideration will be given to the estimated cost needed to maintain the asset properly over its lifetime and the time period that equates to, based on its type, scale, maintenance needs and replacement costs taking into account viability.

8.47. This policy aims to ensure the long-term success of communities and provide confidence that new assets will be well looked after, that funding is secure, and that stewardship arrangements are achievable and sustainable.

**Policy IF5 - Long-term Management of Community Assets and Stewardship**

1. Proposals for major development that include new open space, green or blue infrastructure, or community facilities (as required by policy IF4) must secure appropriate long term, sustainable management, maintenance and public access.

2. Developers will be expected to demonstrate (through a management or stewardship strategy or equivalent document) how they have engaged meaningfully with the Council, Town and Parish Councils on the management and maintenance of qualifying assets. Through that engagement, Developers are strongly encouraged to give the opportunity for the management and maintenance of assets to these organisations before use of other bodies such as management companies.

3. Developers will be expected to demonstrate that suitable funding mechanisms are in place to secure sustainable and resilient arrangements for management, maintenance and stewardship. Where facilities are to be adopted or maintained by the Council, Town or Parish Councils, appropriate financial contributions will be secured.

## Policy IF6 – Transport Infrastructure and New Development

8.48. National planning policy promotes sustainable transport, emphasising that significant development should be located in locations that are or can be made sustainable by reducing the need to travel and offering a genuine choice of transport modes.

8.49. This Local Plan seeks to minimise the need to travel by directing development to the most sustainable locations in the district. Housing development is therefore predominantly focused on settlements with access to a range of services, facilities and public transport.

8.50. In some circumstances, development in more rural locations will be acceptable and the National Planning Policy Framework recognises that opportunities to maximise sustainable transport solutions will vary between urban and rural areas.

### Highways impact

8.51. The private motor vehicle will likely to continue to be the choice of travel for many residents and businesses. The impact upon the highway network is therefore a key consideration when determining planning applications. Applicants must demonstrate, to the satisfaction of the relevant highways authority, that development can be delivered without unacceptable impacts on highway safety and that any residual cumulative impacts on the road network will not be severe.

8.52. In accordance with the Leicestershire Highway Design Guide, development generating significant movement will require a Transport Assessment or Statement to assess and mitigate any negative impacts. In some cases, a Travel Plan will also be required. Where transport impacts are severe, planning permission should be refused in line with the National Planning Policy Framework.

8.53. Highways infrastructure must be designed in accordance with the Good Design Guide for North West Leicestershire Supplementary Planning Document and the Leicestershire Highways Design Guide.

### Public transport

8.54. Access to bus services enables travel for those without a car and provides a sustainable alternative to private vehicles. Development should ensure safe and direct routes to existing public transport. Depending on the scale, type and location of development, new public transport routes may be required within the site, or contributions may be sought to enhance existing services.

### Active travel (walking and cycling)

8.55. Walking and cycling have benefits for the health and the environment. New development must promote walking and cycling by providing permeable, direct and safe routes for pedestrians and, where relevant, cyclists, including connections to existing pedestrian and cycle infrastructure.

**Policy IF6: Transport Infrastructure and New Development**

(1) All development must provide safe and suitable access for vehicles, pedestrians and where relevant, cyclists.

(2) New development that is likely to generate significant amounts of movement will require a Transport Assessment or Transport Statement and Travel Plan, as appropriate, to assess the impacts of the development and, where necessary, provide suitable mitigation.

(3) Having regard to its scale, type and location, new development will be required to maximise accessibility by sustainable modes of transport by:

- (a) Providing well-designed pedestrian and cycle links within the development;
- (b) Where appropriate, providing for a bus link within the development; and
- (c) Taking opportunities to link to existing footpaths, cycleways and bus routes in the wider area.

(4) The district's cycling and walking routes, including those identified in the Local Cycling and Walking Infrastructure Plan, will be safeguarded. Any development sites which incorporate these routes will be expected to accommodate them within the development.

(5) Development that has a demonstrable transport impact will be required to contribute towards:

- (a) Public transport services; and/or
- (b) Any sustainable transport measures necessary to make the development acceptable; and/or
- (c) Any offsite highways improvements necessary to mitigate the impact of the development.

(6) Development that relies upon wider improvements to the highway network, in particular either those associated with the A511 corridor or the M1 Junction 24 area, will be required to provide appropriate contributions to those improvements.

## Policy IF7 – Reopening of Passenger Rail Services

8.56. There is currently no passenger rail service in North West Leicestershire. Freight-only lines cross the district, connecting Leicester with Burton-on-Trent via Coalville and Nottingham with Birmingham, via Castle Donington.

8.57. Over the last 30 years, there have been various proposals to reopen the Leicester to Burton passenger rail service. The Council is supportive of this proposal, although at present, its future is uncertain. Similarly, the Council would support any proposals to establish a direct passenger service between Nottingham and Birmingham, the line for which passes through the north of the district.

**Policy IF7 – Reopening of Passenger Rail Services**

(1) The Council will support the provision of passenger rail services on the Leicester to Burton rail line and that between the Midland Mainline and the Cross Country Line.

(2) New development will not be permitted which would prejudice the route of the Leicester to Burton rail line or that between the Midland Mainline and the Cross Country Line.

(3) The provision of stations, together with ancillary car parking and facilities such as platforms and shelters, at appropriate locations, including Coalville, Ashby de la Zouch and Castle Donington, will be supported.

## Policy IF8 – Ashby Canal

8.58. The Ashby Canal opened in 1804 and was originally a 30-mile-long canal which connected the mining area around Moira with the Coventry Canal at Bedworth in Warwickshire. The Canal was used to transport coal and limestone from the extensive deposits in the Ashby Woulds but mining related subsidence caused the northern section between Snarestone to Moira to close.

8.59. Since the 1990s, restoration work has seen stretches of the canal reopen. The northernmost section of the canal has been restored from Moira to Donisthorpe and links Conkers, Moira Furnace and Donisthorpe Country Park in an area that has developed as a tourist destination.

8.60. Restoration of the canal has also taken place further south at Snarestone, where the canal has been reinstated to Bridge 62. The aspiration is that the next phase of restoration will be the

section of canal from Bridge 62 northwards towards Ilott Wharf and then onwards to Measham. A new canal wharf at Measham is included in approved plans for a new housing development known as Measham Waterside.

8.61. The route of the canal from Snarestone to Measham differs from the historic route of the Ashby Canal. This is due to both land ownership and engineering feasibility, for example some of the land on the historic route may no longer be available.

8.62. The Council will continue to support the reinstatement of the Ashby Canal from Snarestone to Donisthorpe, including the construction of a new wharf at Measham. The inland waterway network plays a role in supporting the aims of Policy AP5 and plays a valuable role in encouraging active lifestyles and can contribute to improved physical and mental wellbeing.

**Policy IF8 – Ashby Canal**

(1) The restoration of the Ashby Canal from Snarestone to Donisthorpe, and the construction of a new canal wharf at Measham, is supported.

(2) Development will not be permitted where it would prejudice the restoration of the Ashby Canal on the route shown on the Policies Map, or where it would prevent the provision of canal side facilities.

(3) An alternative route for the Ashby Canal will be supported in principle, where it can be demonstrated that the route shown on the Policies Map is no longer appropriate.

## Policy IF9 – Parking and New Development

### Car parking

8.63. The Leicestershire Highway Design Guide prepared by Leicestershire County Council (LCC) deals with highways matters for new developments. The guide includes recommended minimum requirements for off-street parking spaces (number and dimensions) according to the type of development.

8.64. The Good Design for North West Leicestershire also deals with the matter of parking. It provides useful guidance on the size, siting, design and configuration of residential parking, including garages and parking courtyards, and applicants should draw on this guidance when designing schemes. An aim is to ensure that that there is sufficient parking in new housing developments to prevent car 'blight' and the safety issues which can arise from badly parked vehicles. For this reason, parking standards seek at least two parking spaces per dwelling (all tenures), and three spaces for 4+ bed homes.

8.65. The Highway Design Guide and the Good Design for North West Leicestershire (or their successors) are the starting point for detailed discussions and agreement on individual

proposals. Part (2) of Policy IF9 explains that schemes which provide fewer parking spaces that required in the guidance must be accompanied with specific justification. Assessing whether access to sustainable modes 'reasonable' (criterion (2)(b)) will be a matter of judgement and should take into account matters such as the condition, directness and destinations of walking and cycling routes and the frequency, proximity and destinations of public transport services.

### Electric vehicle parking

8.66. With the ban on the sale of new petrol and diesel cars due to be introduced in 2030, providing spaces which are linked, or are capable of being linked, to charging infrastructure is increasingly critical. Building Regulation (Part S) addresses infrastructure for charging electric vehicles. The regulation requires EV charging infrastructure to be installed in new buildings, buildings undergoing a material change of use and major renovation. As the requirements for EV charge points form part of the Building Regulations it is not necessary to repeat the requirements in the Local Plan.

8.67. Applicants should refer to the Highway Design Guide for further helpful guidance about the installation of on-street and off-street EV charging points.

### Cycle parking

8.68. The Highway Design Guide also sets out standards for cycle parking. Making provision for safe, secure cycle parking is one way to encourage the use of bicycles for shorter journeys, important in a district where public transport services are relatively limited.

### Lorry parking

8.69. Paragraph 114 of the NPPF states that "*planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages*". The NPPF also urges that "*proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use*".

8.70. Lorry parks support the successful operation of the road freight industry. They are not the same as haulage depots (where vehicles are based, maintained and dispatched) and on-site parking linked to a specific industrial or warehousing use. Drivers are required by law to take regular rest breaks, and an off-site lorry park is a dedicated area where lorry drivers can stop for rest or overnight stays. They may also include welfare facilities to support driver welfare and can also be used by drivers waiting for their delivery or collection time slot.

8.71. 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 and activity through North West Leicestershire. The National Highways "Lorry Demand Assessment 2023" identifies a shortage of lorry parks nationally and highlights North West Leicestershire as having one of the most pressing lorry parking issues in England. It is therefore important the district has enough suitable lorry parking. Without recognised facilities, lorries may park in unsuitable locations which lack the basic amenities that drivers need.

8.72. Since the assessment, planning permission has been granted for additional lorry parking at Donington Park Service Area and East Midlands Gateway, and a new lorry park (with facilities) at land adjacent to Junction 11 of the M42.

8.73. New lorry parking facilities, and the extension of existing sites will be supported in suitable locations. Proposals should be located where they can be accessed conveniently from the Strategic Road Network and other major routes without encouraging lorry movements through settlements and roads that are not suitable for heavy goods vehicles (HGVs).

8.74. Welfare facilities and safety measures are fundamental in the delivery of good quality lorry parking provision. As a minimum, it is expected that sites will provide toilets and waste disposal. Where a site is intended for overnight stays, it should provide additional facilities such as shower/wash facilities and opportunities for food and refreshment. To support driver safety and vehicle security, appropriate security measures should be provided such as controlled access, secure boundary treatment, CCTV and suitable lighting.

8.75. In determining the impact on amenity, consideration will be given to issues such as noise, vibration, light spill, air quality, hours of use, visual impact and neighbouring land uses. Mitigation measure, such as acoustic fencing, landscaping and screening may be required.

8.76. The Council will also seek to avoid any loss of existing lorry parking. Compliance with criteria (5) requires compelling evidence to demonstrate that the site has been actively marketed for a lorry park use for at least 6 months at current market values taking account of the premises condition. Information should be submitted about the outcomes of the marketing and reasons why the premises could not be sold/let as a lorry park facility.

**Policy IF9 – Parking, New Development and Lorry Parking**

(1) Development which will generate vehicle trips must provide appropriate levels of vehicle and cycle parking having regard to the latest guidance published by the Local Highway Authority and by the Local Planning Authority.

(2) Where a development will provide fewer vehicle spaces than specified in the guidance, this must be justified with reference to:
   (a) Local highway and parking conditions; and/or
   (b) the degree to which occupants will have reasonable access to sustainable alternatives (walking, cycling, public transport).

(3) Where it is demonstrated that the specified level of cycle parking cannot be provided on site, one of the following will be sought as appropriate:
   (a) provision off-site; or
   (b) a financial contribution towards the provision of public cycle parking facilities.

(4) Proposals for new lorry parking facilities, and the extension of existing facilities, including for over-night stays, will be supported where:

(a) The site is well-connected to the Strategic Road Network or other major A roads, in particular the M1, A42, A50, A453 and A511;
(b) A safe vehicle access is identified and secured;
(c) The scheme provides a standard of on-site facilities for drivers appropriate to the size and purpose of the development or facilities are closely related and accessible to the lorry park;
(d) The scheme provides a safe and secure environment;
(e) The scheme incorporates effective landscaping to mitigate the visual impact of the development;
(f) The scheme will not adversely impact on the amenity of nearby residents nor accessed through residential areas; and
(g) Additionally, for proposals in the countryside (as defined on the Policies Map) an operational need for the additional lorry parking is demonstrated, taking into account any identified local shortages.

(5) The loss of existing lorry parking facilities will only be supported where it is clearly demonstrated that there is no reasonable demand to use the site for a lorry park as evidenced by robust marketing of the premises/site at current market value for a continuous period of at least 6 months. If the Council requires independent verification of the evidence submitted, this will be at the expense of the applicant.

# 9. ENVIRONMENT

9.1. The National Planning Policy Framework (NPPF) recognises the need to ensure that planning contributes to conserving and enhancing the natural environment, including valued landscapes and areas of biodiversity and geodiversity importance but also the historic environment (paragraphs 187 and 202).

9.2. North West Leicestershire is rural in nature with large tracts of opens countryside interspersed between towns and villages. Parts of many of these settlements are designated as Conservation Areas because of their historical or architectural significance, whilst there are also a large number of listed buildings.

9.3. The topography of the district is largely undulating, with a notable upland area to the east of Coalville which comprises part of the Charnwood Forest, an area rich in geological importance. Through the centre of the district in the former coalfield area runs the National Forest, now well established but still growing. There are areas of importance for their biodiversity, including the internationally designated River Mease Special Area of Conservation and a number of Sites of Special Scientific Interest.

9.4. All of these factors combine to create an attractive environment in which to both live and work. It is important that new development takes account of these and seeks to ensure that the environment, both natural and built, is maintained and wherever possible enhanced.

## Policy En1 – Nature Conservation (Strategic Policy)

9.5. Biodiversity refers to the variety of all living organisms, including animals, insects, plants, bacteria and fungi that make up the natural world.

9.6. A study published by Leicestershire County Council (2020) identifies the quality of biodiversity across the county. Whilst there are small pockets of higher quality biodiversity associated with parts of the Charnwood Forest and the National Forest, large parts of North West Leicestershire (and the county as a whole) score poorly. There is, therefore, a need to enhance the biodiversity of the district.

9.7. The National Planning Policy Framework (NPPF) sets out that planning should provide biodiversity net gains where possible (paragraphs 187 and 192). The Environment Act 2021 introduced further biodiversity net gain measures, requiring all planning permissions granted in England (with a few exemptions) to deliver at least 10% Biodiversity Net Gain (BNG). It requires new developments to leave the natural environment in a better state than beforehand and will be measured using DEFRA's biodiversity metric. Habitats will need to be secured, managed and monitored for at least 30 years.

9.8. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures, or, as a last resort, through the purchase of statutory biodiversity credits. The Council's preference is for biodiversity net gain to be delivered on-site.

9.9. Local Nature Recovery Strategies (LNRS) introduced by the Environment Act 2021 aim to reverse the decline in biodiversity by identifying the primary locations for habitat restoration and creation.

9.10. The Leicestershire, Leicester and Rutland (LNRS) (July 2025) seeks to address the urgent challenges of habitat loss, species decline, and climate change. The Strategy identifies key habitats and species that require immediate attention and sets out strategic aims to increase biodiversity, improve habitat quality, and create a connected and resilient landscape for wildlife, people and livelihoods.

9.11. Developments should contribute to the delivery of the LNRS and whether biodiversity net gain is delivered on or off site, it will need to have regard to the approach set out in the LNRS. By directing habitat enhancement towards priority areas identified in the LNRS, Biodiversity Net Gain can deliver greater ecological connectivity, resilience, and long-term biodiversity benefits.

9.12. It is also important to ensure that biodiversity gains deliver against local priorities including those within the LNRS. Off-site BNG delivery must take into account the LNRS to ensure off site units are delivered where they can be most effective for ecological connectivity.

9.13. There are a hierarchy of nature conservation sites across the district ranging from European designations (River Mease Special Area of Conservation), national (including 17 Sites of Special Scientific Interest and one National Nature Reserve) and local designations (including five Local Nature Reserves and many Local Wildlife Sites). The Council will protect and ensure enhancement of sites of nature conservation interest proportionate to their status. Development proposals that have a negative impact on nature conservation sites will not be supported.

**Policy En1 – Nature Conservation (Strategic Policy)**

(1) The Council will seek to conserve and enhance the biodiversity of the district by:

(a) Ensuring that development provides a net gain in biodiversity consistent with any national policy prevailing at the time that a planning application is submitted.
(b) Requiring that development follows the mitigation hierarchy of avoid, mitigate and compensate;
(c) Ensuring development achieves the protection and recovery of priority species;
(d) Having a preference for any biodiversity provision to be made on-site wherever possible and practicable;
(e) Ensuring that development contributes to the delivery of the national Nature Recovery Network and the latest Leicestershire, Leicester and Rutland Local Nature Recovery Strategy;

(f) Requiring that development avoids an adverse impact on the nature conservation value of the following hierarchy of sites, with the weight afforded to their protection reflecting their position in the hierarchy (greatest weight first) along with any legislative and national policy requirements:

(i) Special Areas of Conservation (SAC);

(ii) Irreplaceable habitats (defined as Ancient woodlands; Mature plantation or secondary woodland; Species-rich ancient hedgerows; Aged or veteran trees; Species-rich neutral grassland; Acid grassland and heath grassland; Dry and wet heathland; Bogs and Sphagnum pools and Rock outcrops);

(iii) National designations (Sites of Special Scientific Interest (SSSI) and National Nature Reserves);

(iv) Local and Regionally Important Geodiversity Sites (RIGS) and candidate Regionally Important Geodiversity Sites (cRIGS);

(v) Local Wildlife Sites (LWSs), Local Nature Reserves (LNRs) and candidate Local Wildlife Sites (cLWSs) which meet the Leicester, Leicestershire and Rutland LWS criteria;

(vi) Local and National Biodiversity Action Plan-related (BAP) priority habitats.

## Policy En2 – River Mease Special Area of Conservation (Strategic Policy)

9.14. Special Areas of Conservation (SACs) are protected sites designated initially under the European Union's Habitats Directive and more recently by the Conservation of Habitats and Species Regulations 2017 (as amended – often referred to as the Habitats Regulations). SACs provide protection to a variety of wild animals, plants and habitats and play a vital role in global efforts to conserve the world's biodiversity.

9.15. The River Mease SAC includes the River Mease and its tributaries, extending into North West Leicestershire as well as parts of Staffordshire and Derbyshire. Within North West Leicestershire, parishes wholly located within the River Mease catchment include Ashby Woulds, Oakthorpe and Donisthorpe, Chilcote, Stretton en le Field, Appleby, Measham, Packington and Snarestone. Ashby Town, Coleorton, Heather, Normanton le Heath, Ravenstone and Swepstone are partly located within the catchment.

9.16. The SAC is also a Site of Special Scientific Interest (SSSI). Survey work by the Environment Agency revealed river water quality was poor, mainly due to high phosphorous levels. This arises from agriculture, both organic (farmyard manure) and inorganic (manmade fertilisers) sources, and from new development which increases foul water discharges (e.g. from toilets

and washing facilities). Therefore, since 2009, new development in the catchments was restricted as a precaution against increasing phosphorous levels.

9.17. Under the Habitats Regulations, North West Leicestershire District Council is a 'competent authority', meaning it must be satisfied that a proposed development will not affect the overall water quality in the River Mease before granting planning permission. This is done through a Habitats Regulations Assessment (referred to as an Appropriate Assessment) which evaluates whether a local plan or project would significantly affect a protected European site. To support this process, applicants for new development must provide detailed information on both surface water and foul water drainage.

9.18. To address the concerns regarding water quality the Council has worked with a range of partner organisations (The Environment Agency; Natural England; Severn Trent; South Derbyshire District Council; and Lichfield District Council) to develop two Developer Contribution Schemes (DCS1 and DCS2). These schemes, adopted 2012 and 2016 respectively, have enabled developers to make a financial contribution to keeping water quality high in the River Mease. Any development that increases amount of wastewater going into the sewerage system and therefore affects discharges into the River Mease from water treatment works, must financially contribute to the costs to improving water quality. The schemes have funded measure that improve the water quality for both wildlife and people alike. However, DCS1 and DSC2 now have a limited capacity in terms of how much development could be supported. Whilst they were successful in supporting development and funding for river improvements, their capacity has now been reached, and both schemes are now full.

9.19. A Water Quality Management Plan (WQMP) identifies a range of measures designed to ensure that the status of the River Mease SAC achieves the conservation objectives and is brought back into favourable condition.

9.20. In 2022, further advise from Natural England confirmed that development in the catchment areas for the River Mease SAC cannot proceed if it increases nutrient levels or causes eutrophication (the harmful process of nutrient overload). Development can now only proceed if it is 'nutrient neutral'.

9.21. Nutrient neutrality primarily affects developments involving overnight accommodation (such as housing and holiday accommodation). However, a wider range of development types, including employment and some commercial uses, are also affected by water quality requirements. In all cases the Council as a 'competent authority' must be able to conclude that proposed development would not result in an adverse impact on the SAC.

9.22. The government is looking at possible ways to address nutrient neutrality. Until the necessary legislation or regulations are in place, the Council will continue to follow the advice of Natural England.

9.23. To address water quality issues, Severn Trent Water is upgrading the Packington and Measham Sewage Treatment Works (STW) to pump treated foul flows out of the River Mease catchment. These works are due for completion by 1 April 2027 and will benefit a substantial part of the catchment. From when the upgrades are completed, development (both allocated and windfalls) discharging to these treatment works will no longer affect the River Mease SAC.

9.24. Despite upgrades to other STWs serving the district (including Snarestone and Donisthorpe), nutrient neutrality is still required for development discharging to these works. There are currently no agreed mitigation schemes for development within those parts of the catchment that do not benefit from the improvements at Packington and Measham STW. These areas include Appleby Magna, Donisthorpe and parts of Moira and affect one identified allocation (H3r (Ap1)). Bespoke mitigation measures may be acceptable in these areas and must be secured for the lifetime of the development. The Council is also working in partnership with the Trent Rivers Trust to identify and deliver appropriate mitigation schemes during the plan period to ensure development in this part of the catchment does not have adversely affect the integrity of the River Mease. The Local Plan housing trajectory shows no windfall development is assumed before April 2028, and Site Ap1 is not expected to be delivered until after April 2030. The mitigation schemes currently being considered are likely to provide sufficient capacity for both this allocation and future windfall development. Their anticipated timescale for delivery should allow these schemes to be implemented in advance.

9.25. In addition to foul water discharges, new development can contribute to poor water quality through surface water run off entering the river, its tributaries and the wider water environment. Policy Ap8 requires SuDS to be designed in accordance with the National Standards for Sustainable Drainage Systems. Additional guidance on SuDS design is set out in the CIRA SuDS Manual (C753).

**Policy En2 – River Mease Special Area of Conservation (Strategic Policy)**

(1) The Council will work with Natural England, the Environment Agency, Severn Trent Water, other local authorities and the development industry to improve the water quality of the River Mease Special Area of Conservation.

(2) In order to achieve this, new development within the catchment will only be allowed where it can be demonstrated that it will not contribute additional phosphorous to, or otherwise cause an adverse effect upon, the River Mease SAC, either alone or in combination with other plans or projects. This may be achieved by:
   (a) Delivering bespoke mitigation measures to ensure the development is nutrient neutral in terms of phosphorous or
   (b) Contributing to a strategic or local planning authority-led mitigation scheme.
   (c) The provision of Sustainable Drainage Systems (SuDS) to manage surface water flow.

(3) Subject to compliance with any advice issued by Natural England or the Environment Agency, the policies of this Local Plan and any other relevant

material considerations, the use of non-mains drainage solution for the disposal of foul water may be acceptable on a temporary basis for areas served by mains drains (until pumping out takes place or nutrient neutrality mitigation measures become available to serve the proposed development) and on a permanent basis where there is not a mains sewer system to serve the proposed development.

(4) Development will only be allowed where it is demonstrated that the proposal, on its own and cumulatively with other built and permitted development, will not have an adverse impact, directly or indirectly, on the integrity of the River Mease Special Area of Conservation.

## Policy En3 - The National Forest (Strategic Policy)

9.26. The National Forest is a nationally designated area which covers some 200 square miles of the Midlands. It was established in the 1990s to transform the former mining landscape and link two ancient woodlands; Charnwood Forest on its eastern fringe and Needwood Forest to its west.

9.27. About 56% of North West Leicestershire lies within the National Forest; this includes the Coalville Urban Area as well as Ashby de la Zouch, Ibstock and Measham.

9.28. Since the National Forest was created, the National Forest Company has supported woodland creation. Woodland cover has grown from 6% in 1991 to over 25% today. This has brought wider benefits including habitat creation, greater resilience to climate change, as well as strengthening the district's tourism and leisure offer and supporting the local economy. More trees in our towns and villages also helps to create a greener, more attractive place to live and provides green space that can improve people's health and wellbeing.

9.29. The National Forest Company's Sustainable Tourism Accommodation Design Guide encourages tourism developments that create a distinctive National Forest character. The Guide sets out seven design principles that cover new build and retrofitted developments in urban and rural settings. They apply to all tourism accommodation types including glamping sites, cabins, guest houses, pubs and hotels. Tourism Accommodation development within the National Forest should demonstrate compliance with the principles set out in the Sustainable Tourism Accommodation Design Guide.

9.30. The National Forest provides a source of inspiration for the design and integration of green space and green infrastructure within developments and also the increased environmental performance of buildings. Development in the National Forest will be strongly encouraged to incorporate a National Forest identity through the inclusion of green infrastructure, sustainable building design and using materials such as timber (both a structural and non-structural).

9.31. One of the main ways of increasing woodland cover across the National Forest has been to require tree planting as part of new developments, in accordance with The National Forest Guide for Developers and Planners. National Forest woodland planting and landscaping will generally involve resilient woodland planting but can also include the creation and management of other appropriate habitats, such as wood pasture, parkland and ponds where they form a connected green infrastructure network. Public access should be included in areas of green infrastructure and footpath/cycleway connections to adjoining woodlands and public rights of way should be incorporated. Landscaping does not just include woodland planting, and the appropriate mix of landscaping features will depend upon the setting and the opportunities that the site presents. Applicants are advised to discuss their proposals with the National Forest Company as part of their pre-application preparations.

9.32. Development will be expected to incorporate the required National Forest planting in addition to compliance with Biodiversity Net Gain requirements set out in Policy En1. The strategic significance multiplier in the metric will apply to woodland habitats and tree planting within the National Forest.

9.33. Whilst on-site planting is preferred, in certain circumstances a commuted sum (financial contribution) may be appropriate. This will be used to purchase land for planting, create new woodland, provide public access, and maintain the site for at least five years.

9.34. The area between Ashby de la Zouch, Measham and Swadlincote is recognised as 'The Heart of the National Forest'. The National Forest Company and partners have published a Vision for the Heart of the National Forest which focuses on a 10-square-mile destination in the centre of the National Forest. The Vision sets out the Heart of the National Forest as an area of sustainable living, tourism, and enterprise. Development in the Heart of the National Forest should demonstrate compliance with the Vision.

**Policy En3 – National Forest (Strategic Policy)**

The District Council will support the National Forest Company and its partners to realise the economic, social and environmental potential of the National Forest by:

(1) Supporting development within the National Forest, as defined on the Policies Map, that:

(a) Provides opportunities for diversification of the economy, especially in relation to the woodland economy and tourism, including visitor accommodation which accords with Policy Ec12 and reflects the National Forest Company's Sustainable Tourism Accommodation Design Guide.
(b) Contributes to the range of leisure and educational opportunities for local communities and visitors;
(c) Enhances the National Forest's role as a natural carbon sink;
(d) Increases woodland cover; and

(e) Ensures the character of the National Forest is enhanced through incorporating a National Forest identity;

(2) Requiring new development within the National Forest to:

(a) contribute towards the creation of the forest by providing tree planting and landscaping in accordance with the most up to date National Forest Company's Guide for Developers and Planners; and
(b) ensure the siting and scale of the proposed development is appropriately related to its setting within the Forest; and
(c) respect the character and appearance of the National Forest.

(3) Requiring that a commuted sum be provided towards the provision of tree planting within the National Forest where planting and landscaping cannot be accommodated within or close to the development site or where the only potential area of planting or landscaping is small or is isolated with limited connectivity to other habitats.

(4) Within the Heart of the National Forest development should demonstrate support for the delivery of the Heart of the National Forest Vision by:

(a) strengthening linkages to nearby urban areas and leisure and tourism attractions; and
(b) being exemplars of sustainable design and construction; and
(c) seeking to promote the use of non-motorised modes of travel.

(5) The District Council will support the National Forest Company and others in the delivery of the Heart of the National Forest Vision. Development in the Heart of the National Forest should demonstrate compliance with the Vision.

## Policy En4 - Charnwood Forest Regional Park (Strategic Policy)

9.35. The Charnwood Forest lies partly in North West Leicestershire and is a distinctive area of rugged upland landscape towards the north-west of Leicester. It is valued for its geological importance, rich biodiversity, landscape beauty, historical importance, and recreational role. It is also a traditional working landscape with a high proportion of land in agricultural use and, in some parts of the area, mineral working.

9.36. The Charnwood Forest area is surrounded by urban centres such as Leicester, Loughborough and Coalville, as well as by other smaller settlements. It is therefore exposed to the pressures which this growth brings.

9.37. The Council has worked with a range of local authorities, agencies, user groups and land management organisations to establish a Charnwood Forest Regional Park. The partnership

is working to manage and promote the unique cultural and heritage features of the area. It has successfully secured funding from the National Lottery Heritage Fund for a Landscape Partnership Scheme.

9.38. The vision of the Regional Park is as follows:

*"The unique natural and cultural heritage features of Charnwood Forest will be manged and promoted through the Charnwood Forest Regional Park. The Regional Park will be recognised as an essential part of the growing communities in the Derby, Leicester and Nottingham area, now and in the future".*

9.39. To achieve the vision, the overall aim is the retention, enhancement and, where necessary, protection of the resource and its important landscape, ecological, geological and historical features, to maintain the integrity of the Charnwood Forest.

9.40. However, it is not the intention that the Charnwood Forest Regional Park should be a barrier to new development in its own right. Therefore, the provisions of Policy En4 have to be read in conjunction with the countryside policy (Policy S4). Instead, the Council wants to maintain the traditional working landscape of the Charnwood Forest while supporting rural diversification that encourages sustainable tourism. In some areas mineral workings are a part of the traditional working landscape (for example at Bardon Quarry) and can provide biodiversity, geodiversity and recreation opportunities.

9.41. Appropriate new development should the designed and constructed with particular attention paid to the need to maintain and enhance the character and appearance of the area.

9.42. The part of the Charnwood Forest which is in North West Leicestershire is also within the National Forest. The aim of increasing woodland coverage across The National Forest may not always be appropriate within the Charnwood Forest having regard to landscape character and biodiversity. In these instances, the provision of alternative habitats or the protection/enhancement of existing habitats will be expected in lieu of the woodland creation expected by Policy En3.

**Policy En4 – Charnwood Forest Regional Park (Strategic Policy)**

(1) The Charnwood Forest Regional Park (CFRP) is shown on the Policies Map. The Council will work in partnership with Leicestershire County Council, Charnwood Borough Council, Hinckley and Bosworth Borough Council and other partners to protect and enhance the landscape, biodiversity, natural history and cultural heritage of the CFRP.

(2) Priority will be given to those proposals that:

(a) Maintain the traditional working landscape of the forest, particularly those which involve farming or rural diversification or tourism, including green tourism initiatives; and

(b) Enhance the biodiversity of the CFRP, consistent with the aims of the Charnwood National Character Area profile (SEO3); and
(c) Provide new recreation facilities appropriate to the character of the area; and
(d) Provide access to and through the park by sustainable modes of travel.

(3) Any new development within the CFRP will be expected to respect the character and appearance of area in terms of design and materials used.

## Policy En5 – Area of Separation

9.43. Policy S4(2)(b) requires that development proposals in the countryside do not undermine the physical or perceived separation between nearby settlements.

9.44. Within the Coalville Urban Area, there are two significant areas of open, undeveloped land which play an important role in maintaining the separation between Coalville and Whitwick. However, as these areas are located within the Limits to Development, they are not subject to Policy S4.

9.45. Land between Coalville and Whitwick is designated as an Area of Separation on the Policies Map. This designation restricts development to specific uses in order to help maintain the separate identities and character of Coalville and Whitwick.

9.46. A further Area of Separation is designated between the village of Diseworth and the Isley Woodhouse New Settlement (Policy H3a/IW1). Although this land lies outside the Limits to Development, the designation restricts development to prevent coalescence and maintain the distinct identity of each settlement.

**Policy En5 – Areas of Separation**

(1) The following are designated as Areas of Separation on the Policies Map:
(a) Land between Coalville and Whitwick
(b) Land between Diseworth and the Isley Woodhouse New Settlement

(2) In the Areas of Separation, only agricultural, forestry, nature conservation, leisure, sport and recreation uses or essential roads will be allowed. Any other proposed uses will need to demonstrate why they cannot be accommodated elsewhere within the district.

(3) Development will only be permitted which, either individually or cumulatively, would not demonstrably adversely affect or diminish the present open and undeveloped character of the area.

## Policy En6 – Land and Air Quality

9.47. National planning policy requires that development avoids and mitigates unacceptable pollution and land instability, ensures sites are suitable for their proposed use, and takes account of risks from contamination and ground conditions. Development should protect and, where possible, improve environmental quality, including air and water, and consider the cumulative impacts of pollution on health, living conditions and the natural environment. It should also support compliance with relevant air quality objectives, including within Air Quality Management Areas.

9.48. Compliance with Policy En6 will be informed by consultation with the Council's Environmental Protection team and other relevant consultees, including the Mining Remediation Authority, having regard to national policy, guidance and best practice.

**Policy En6 – Land and Air Quality**

**Land Quality**

(1) Planning applications for development on land that has the potential for land instability or contamination or is located within a Coal Authority Development High Risk Area must:

(a) Be accompanied by a detailed investigation and assessment of the land quality issue in question; and
(b) Where necessary, provide appropriate mitigation measures which avoid any unacceptably adverse impacts upon the site or adjacent area, including groundwater quality and the quality of other controlled waters.

(2) Development must avoid any unacceptably adverse impact upon soils of high environmental value and ensure that soil resources are conserved and managed in a sustainable way.

**Air Quality**

(3) Planning applications for development that are likely to result in significant adverse impacts upon air quality must:

(a) Be accompanied by an air quality assessment; and
(b) Where necessary, provide appropriate mitigation measures.

## Policy En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy)

9.49. The NPPF (para. 203) identifies that plans should set out a positive strategy for the conservation and enjoyment of the historic environment.

9.50. The historic environment of North West Leicestershire contributes to the district's character and local distinctiveness. It can help support regeneration, investment and tourism and helps make the district an attractive place to live and work.

9.51. North West Leicestershire's heritage includes pre-industrial settlements that range in size from hamlets to market towns. There are still signs of the district's industrial past including the Midland Railway signal box, former collieries, bridges, and workers' cottages and structures such as the Ashby Canal, Moira Blast Furnace and Snibston Colliery. Early coal mining remains at Coleorton and Lount have been designated as Scheduled Monuments.

9.52. Archaeological investigation has revealed extensive evidence of prehistoric and later settlements within the district, including an Iron Age hill fort at Breedon-on-the-Hill ('The Bulwarks') and the Bronze Age barrow cemetery, Iron Age village and Roman villa near Lockington.

9.53. There are also historic castles at Ashby de la Zouch, Castle Donington and Whitwick, moated manor houses at Appleby Magna and Hemington and religious houses including Grace Dieu Priory, Langley Priory and the Priory Church of St Mary and St Hardulph at Breedon on the Hill.

9.54. The historic landscapes at Coleorton Hall, Staunton Harold Hall and Whatton House are included on the national register of parks and gardens. The remains of farming practices are evident in the landscape, such as ridge and furrow, such features are important heritage assets.

9.55. Policy En7 seeks to conserve and enhance the historic environment of the district, and Part (2) of the policy sets out the Council's strategy on how this will be achieved.

9.56. Designated heritage assets include listed buildings, conservation areas, scheduled monuments and registered parks and gardens. Heritage assets also include non-designated assets such as buildings, monuments, sites, places, areas or landscapes that merit consideration in planning decisions because of their heritage interest. Non-designated heritage assets are identified by the Council, on our local lists, and by local communities in Neighbourhood Plans.

9.57. All heritage assets are material considerations in the planning process, and the significance of a heritage assets is derived from its heritage interest as well as its setting. In terms of designated heritage assets, the more important the asset, the greater the weight should be given to the asset's conservation. Buildings, settlement patterns, features and spaces which form part of the significance of heritage assets and their settings should also be retained.

9.58. Leicestershire County Council manage and maintain the Leicestershire and Rutland Historic Environment Register (HER) which is a public record and provides a comprehensive register of known designated and non-designated heritage assets, as well as holding information on the archaeological remains and the historic urban and landscape character of Leicestershire and Rutland. Leicestershire County Council are responsible for archaeology and can provide guidance on when a HER search is necessary.

9.59. The Council will continue to produce and revise conservation area appraisals for all designated conservation areas as they provide an opportunity to identify ways in which their significance can be reinforced and strengthened. Article 4 directions can be used to limit permitted development rights and control works which could otherwise undermine the special character of our Conservation Areas.

9.60. There are currently eight heritage assets listed on the Historic England Heritage at Risk Register. The Council will continue to monitor these and work with Historic England and other stakeholders to address the future of these buildings.

**Policy En7 – Conservation and Enhancement of the Historic Environment (Strategic Policy)**

(1) Planning applications will be determined in accordance with the requirements of the National Planning Policy Framework, or its successor.

(2) The Council has a key role to play in the conservation and enhancement of the significance of the heritage assets that exist throughout the district and their setting, and will do so by:

(a) Supporting proposals for planning permission and listed building consent where the historic environment and the significance of heritage assets and their setting are conserved and enhanced; and
(b) Securing, where relevant, appropriate conditions and/or seek to negotiate a Section 106 Obligation when planning permission is granted to ensure that all heritage assets are appropriately managed or conserved; and
(c) Recognising the role of and encouraging the best use of heritage assets in regeneration, design, tourism and education; and
(d) Keeping our Local Lists of heritage assets up to date; and
(e) Reviewing the district's Conservation Areas (undertaking and implementing Conservation Area Appraisals and Management Plans), where appropriate designating new conservation areas; and
(f) Making use of Article 4 Directions and Local Development Orders where appropriate; and
(g) The use of grant schemes, as resources permit, to safeguard heritage assets at risk and encourage sympathetic maintenance and restoration of listed buildings and historic shop fronts; and
    (i) Strengthening the distinctive character of the district including:

(ii) Conserving and enhancing the character and appearance of the historic market towns as well as rural settlements.
(iii) Recognising and protecting the district's industrial, transport and recreational heritage such as coalmining heritage.
(iv) Protecting the rural character and landscape including historic landscape features such as ancient or mature woodland, and ridge and furrow field patterns.

(3) The Council will support neighbourhood plans in identifying and protecting local heritage assets which are of importance to their local community.

## APPENDIX A – Glossary [to follow]

## APPENDIX B – Monitoring Framework [to follow]

## APPENDIX C – Housing Trajectory [to follow]